

Certificate No. 117, dated November 2, 1925, authorizing Keith E. Stalker, Rudd, Iowa, to operate as a freight motor carrier over the following routes:

Route No. 1, between Rudd, Floyd and Charles City.

Route No. 2, between Rudd, Nora Springs and Mason City.

Docket No. H-63.

Certificate No. 118, dated October 29, 1925, authorizing Albert Welker, Thornton, Iowa, to operate as a freight motor carrier over the following route:

Between Thornton, Swaledale, Rockwell and Mason City.

Docket No. H-157.

Certificate No. 120, dated November 2, 1925, authorizing W. A. Boldon, Alden, Iowa, to operate as a freight motor carrier over the following route:

Between Alden and Iowa Falls.

Docket No. H-365.

Certificate No. 123, dated November 2, 1925, authorizing H. B. Green, Burlington, Iowa, owner and operator of H. B. Green Motor Transport Company, Burlington, Iowa, to operate as a freight motor carrier over the following route.

Between Burlington and Ft. Madison.

Docket No. H-166.

Certificate No. 130, dated October 29, 1925, authorizing W. S. Cronk, Cambridge, Iowa, to operate as a freight motor carrier over the following route:

Between Cambridge, Ankeny and Des Moines.

Docket No. H-409.

Certificate No. 133, dated August 24, 1925, authorizing Harvey Frank Schaeffer, Tipton, Iowa, to operate as a freight motor carrier over the following route:

Between Davenport, Mayesville, New Liberty, Bennett and Tipton.

Docket No. H-397.

State of Iowa

1926

## Forty-Ninth Annual Report

OF THE BOARD OF

## Railroad Commissioners

FOR THE

Year Ending December 1, 1926

DWIGHT LEWIS, Chairman.

CHARLES WEBSTER, Commissioner.

B. M. RICHARDSON, Commissioner.

GEO. L. McCAUGHAN, Secretary.

Published by  
THE STATE OF IOWA  
Des Moines

1926

# Forty-Ninth Annual Report

OF THE BOARD OF

## Railroad Commissioners

FOR THE

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GEO. L. McCAUGHY, Secretary.

Printed at  
THE STATE OF IOWA  
Des Moines

### LETTER OF TRANSMITTAL

To the HONORABLE JOHN HAMMILL,

Governor of Iowa.

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1924, we herewith submit to you the Forty-ninth Annual report of this Commission, for the year ended December 1, 1926.

Respectfully submitted,

DWIGHT LEWIS, *Chairman.*

CHARLES WEBSTER, *Commissioner.*

B. M. RICHARDSON, *Commissioner.*

December 1, 1926.

#### COMMISSIONER'S DEPARTMENT

1. H. HARRISON, Assistant Commissioner  
WALTER C. HARRISON, Assistant Commissioner  
BENJAMIN HARRISON, Assistant Commissioner  
JOHN A. HARRISON, Assistant Commissioner  
ALICE HARRISON, Assistant Commissioner

#### MOTOR CARRIAGE DEPARTMENT

B. C. BOHANNON, Chief Clerk  
J. C. HARRISON, Inspector and Tax Clerk  
J. J. JONES, Inspector  
J. W. HARRISON, Inspector  
J. W. HARRISON, Tax Examiner and Auditor  
JOHN H. GIBBS, Chief Clerk and Stenographer  
KATHERINE HARRISON, Stenographer  
LINDA HARRISON, Stenographer

#### VALUATION DEPARTMENT

A. J. HARRISON, Valuation Clerk  
JAMES H. HARRISON, Valuation Clerk  
J. L. GARRISON, Valuation Clerk



# ROSTER

DWIGHT LEWIS, Chairman.  
CHARLES WEBSTER, Commissioner.  
B. M. RICHARDSON, Commissioner.  
GEO. L. McCAUGHAN, Secretary.

## GENERAL OFFICE

LEE S. GREEN.....Chief Clerk  
FRED W. FOSS.....Reporter  
DOROTHY MOORE.....Stenographer  
HARRY C. HOPKINS.....Stenographer  
TED LARSON.....File Clerk

## RATE DEPARTMENT

W. F. PARSONS.....Chief Rate Clerk  
B. C. DRURY.....Rate Clerk  
P. J. O'LEARY.....Assistant Rate Clerk  
C. A. HANSEN.....Assistant Rate Clerk  
CYNTHIA TAYLOR.....Tariff Clerk and Stenographer

## ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer  
O. E. BOYD.....Assistant Signal Engineer  
GEORGE CHARLESWORTH.....Electrical Engineer  
OSCAR MARCUSSEN.....Assistant Electrical Engineer  
PAULINE FLETCHER.....Stenographer

## STATISTICAL DEPARTMENT

C. BAILIE ELLIS.....Statistician  
C. S. KEVE.....Assistant Statistician

## COMMERCE COUNSEL'S DEPARTMENT

J. H. HENDERSON.....Commerce Counsel  
WALTER CONDRAN.....Assistant Commerce Counsel  
STEPHEN ROBINSON.....Law Clerk  
EDNA J. HENDERSON.....Clerk  
ALICE STERZING.....Stenographer

## MOTOR CARRIER DEPARTMENT

L. C. DONOHUE.....Chief Clerk  
L. B. HUBBS.....Clerk  
C. L. PRICE.....Inspector and Tax Clerk  
LEO W. BRAWFORD.....Inspector  
BERT F. KELTZ.....Inspector  
JOHN H. GILLESPIE.....Tax Examiner and Auditor  
FRANCES NEWLEN.....File Clerk and Stenographer  
LEONA NEWQUIST.....Stenographer

## VALUATION DEPARTMENT

J. A. RALLS.....Valuation Counsel  
JAMES E. EURANK.....Valuation Agent  
E. L. GARDNER.....Valuation Agent

# REPORT OF THE RAILROAD COMMISSIONERS

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 678 cases distributed as follows:

Involving Railroad Companies	187
Involving Express Companies	1
Involving Condemnation Cases	2
Involving Electric Transmission Lines	137
Involving Motor Carriers	301
Involving Warehouses	1
*Involving Signal Engineering Department	49

\*Does not include regular inspections of interlockers and other safety devices.

## ORGANIZATION OF THE BOARD

On January 12, 1926, the Board organized and elected Commissioner Webster Chairman for the year 1926, and Geo. L. McCaughan Secretary. Due to his duties as Chairman of the Legislative Committee of the National Association of Railroad and Utilities Commissioners, which required his absence from the state for a considerable length of time during the year, Commissioner Webster's resignation as Chairman was accepted, and Commissioner Lewis was re-elected Chairman of the Board for the year 1926.

## COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA, INCLUDING MILEAGE AND EARNINGS PER MILE

Year Ended June 30	Mileage— Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	\$ 20,714,426.07	\$ 12,565,000.23	\$ 8,148,545.84	\$ 1,900.12
1879	4,936.01	21,340,700.44	12,904,420.92	8,436,289.52	1,923.88
1880	4,977.61	24,857,545.35	13,982,653.77	10,874,891.58	2,181.00
1881	5,425.98	28,452,141.91	16,788,404.89	11,663,737.02	2,149.68
1882	6,337.43	32,029,986.05	20,512,355.65	11,517,630.40	1,836.44
1883	7,014.95	34,435,354.77	22,827,470.50	11,607,884.27	1,654.48
1884	7,249.25	35,735,271.85	23,230,916.03	12,504,355.82	1,724.34
1885	7,478.43	36,123,587.45	23,009,581.04	13,000,006.41	1,739.87
1886	7,564.67	36,006,106.54	22,901,555.10	13,104,551.44	1,739.87
1887	7,997.30	37,222,730.42	24,132,590.71	13,090,139.71	1,675.02
1888	8,346.31	37,255,526.62	24,307,163.92	12,948,362.70	1,577.78
1889	8,346.00	37,138,309.75	25,283,309.30	11,855,000.45	1,420.19
1890	8,412.72	41,318,123.69	27,306,292.83	14,011,830.86	1,666.73
1891	8,418.10	42,302,809.35	28,639,222.77	13,663,586.58	1,719.15
1892	8,497.34	45,741,090.52	29,659,056.54	16,082,033.98	1,875.02
1893	8,401.76	45,008,680.51	32,623,394.45	12,385,286.06	1,474.83
1894	8,480.88	49,600,679.92	32,029,531.03	17,571,148.89	1,892.26
1895	8,496.30	53,835,910.47	34,726,072.45	19,109,838.02	1,900.25
1896	8,466.07	41,841,222.55	28,735,652.56	13,105,569.99	1,542.83
1897	8,478.63	38,569,505.04	27,326,714.28	11,242,790.76	1,333.54
1898	8,484.16	45,944,506.00	29,812,031.67	16,132,474.33	1,901.84
1899	8,514.51	48,406,128.44	31,476,771.65	16,929,356.79	1,994.64
1900	9,171.49	52,074,371.77	35,409,424.92	16,664,946.85	1,835.61
1901	9,353.90	54,764,035.95	37,449,971.10	17,314,064.85	1,861.06
1902	9,485.22	56,170,526.54	39,170,480.47	16,999,046.07	1,804.12
1903	9,406.00	57,139,082.09	40,732,847.60	16,406,234.49	1,730.55

## COMPARATIVE EARNINGS AND OPERATING EXPENSES—Continued

Year Ended June 30	Mileage— Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1904	9,803.32	57,092,005.10	42,094,000.85	14,998,004.25	1,529.86
1905	9,826.77	58,474,377.66	41,354,530.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,085.49	46,710,000.54	19,146,084.95	1,948.24
1907	9,837.25	72,839,331.91	51,112,377.66	21,726,954.25	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,837.61
1909	9,809.22	69,476,318.65	50,673,828.42	18,802,490.23	1,897.96
1910	9,781.65	71,800,965.24	50,081,554.54	15,800,110.70	1,606.23
1911	9,871.81	78,872,412.92	60,026,320.43	18,846,092.49	1,848.08
1912	9,901.86	76,235,851.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,929.20	86,275,192.41	65,192,511.42	21,112,680.99	2,124.18
1914	10,018.92	88,137,513.50	66,338,471.51	21,196,141.99	2,125.02
1915	10,002.29	88,444,255.31	66,363,453.51	22,080,801.80	2,207.55
1916	9,994.34	92,230,853.80	70,904,678.45	27,382,729.22	2,754.14
1917-Dec. 31	9,942.75	96,388,468.67	76,398,170.42	21,555,586.47	2,183.56
1918-Dec. 31	9,841.17	117,801,326.00	103,681,187.29	14,190,908.80	1,439.77
1919-Dec. 31	9,812.05	134,719,350.84	127,961,671.90	6,757,678.94	686.41
1920-Dec. 31	9,841.97	137,337,018.30	127,225,291.87	10,111,726.43	1,024.41
1921-Dec. 31	9,841.97	148,500,282.34	138,021,111.90	10,479,170.44	1,064.60
1922-Dec. 31	9,825.69	148,921,716.22	135,154,508.44	13,767,207.78	1,395.01
1923-Dec. 31	9,827.37	136,216,540.95	131,080,054.44	11,027,486.51	1,122.07
1924-Dec. 31	9,824.17	143,547,969.68	120,996,195.83	22,551,773.85	2,295.11
1925-Dec. 31	9,750.92	139,765,705.89	115,818,978.54	23,946,727.35	2,454.12

\*Operating deficit.

There is a decrease in mileage of steam railways in Iowa, of main track owned, of 77.83 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows decrease of .19 miles, remeasurement.

Chicago, Rock Island & Pacific Ry. shows decrease of 17.55 miles, remeasurement Thornburg to What Cheer 40 miles, and abandonment of 17.15 miles, Stockton to Davenport.

Minneapolis & St. Louis R. R. shows decrease of 10.46 miles, abandonment of tracks, Van Cleve to State Center.

C., St. P., M. & O. Ry. shows decrease of .28 miles, remeasurement.

Chicago, Milwaukee & St. Paul Ry. shows decrease of .97 miles, remeasurement.

Dubuque & Sioux City R. R. shows decrease of .61 miles, remeasurement Cherokee to Onawa .03 miles, and exclusion of Omaha Bridge & Terminal Ry. in 1919 of .58 miles.

Muscataine, Burlington & Southern R. R. decrease of 47.77 miles, I. C. C. certificate of authority to Receiver Hoffman to abandon 30 days from May 10, 1924.

## TERMINAL COMPANIES—ALL IN IOWA

Year Ended June 30	Mileage Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1908	50.27	\$508,002.16	\$335,440.58	\$167,621.58	\$3,334.42	\$2,800,050.00	\$ 721,500.00
1909	58.98	437,946.93	292,009.63	145,937.30	2,788.19	2,806,150.00	671,000.00
1910	60.24	359,700.88	76,070.62	283,630.26	4,709.33	2,806,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,900.55	216,988.49	4,462.03	918,300.00	671,000.00
1913	49.67	348,005.14	106,887.89	241,167.25	4,855.39	918,300.00	671,000.00
1914	49.25	355,222.28	110,890.74	244,331.54	4,982.47	931,800.00	671,000.00
1915	51.32	302,678.66	111,837.23	190,841.43	3,719.46	949,300.00	671,000.00
1916	51.43	435,407.50	100,786.92	334,620.58	5,339.70	956,500.00	671,000.00
1917	51.61	474,112.48	191,728.99	282,383.49	5,471.49	867,300.00	671,000.00
Dec. 31	53.17	527,785.30	223,629.02	304,156.28	5,719.88	1,066,500.00	671,000.00
1918	55.25	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	671,000.00
Dec. 31	59.09	718,497.50	375,909.07	342,588.43	5,741.13	1,118,500.00	671,000.00
1919	61.88	801,439.19	470,353.11	331,086.08	6,804.88	1,118,500.00	671,000.00
Dec. 31	64.19	913,818.14	500,800.55	413,017.59	9,705.83	1,118,500.00	671,000.00
1920	64.68	493,904.42	212,604.02	281,300.40	4,347.72	1,250,500.00	450,086.65
Dec. 31	68.90	434,626.47	245,784.22	188,842.25	2,740.81	1,258,500.00	None
1921	72.27	624,780.39	248,382.41	376,397.98	5,206.11	1,259,500.00	618,802.76
Dec. 31	72.30	472,606.68	210,553.68	262,053.00	3,609.78	1,368,500.00	601,792.44

The mileage of terminal companies shows an increase of .3981 miles, all tracks, which is accounted for as follows: Sioux City Terminal shows an increase of .24 miles net on account of yard track constructed. Des Moines Union shows net increase of .1581 miles in new lines constructed.

## BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1908	26.36	\$973,727.38	\$122,458.61	\$851,268.77	\$32,416.93	\$9,875,800.00	\$ 1,274,402.40
1909	27.67	975,573.45	41,976.96	933,596.49	33,740.99	9,875,800.00	2,750,000.00
1910	27.70	688,415.89	19,006.92	669,408.97	24,166.38	9,875,800.00	2,750,000.00
1911	31.58	670,282.95	25,009.85	645,273.10	20,442.43	9,875,800.00	2,750,000.00
1912	32.38	497,446.45	18,447.12	478,999.33	14,793.46	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	43,873.95	372,015.95	10,397.31	9,875,800.00	1,000,000.00
1914	36.32	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.85	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	29,963.39	513,474.92	13,737.00	9,875,800.00	1,750,000.00
1917	37.33	520,575.61	20,491.96	499,083.65	13,369.29	9,875,800.00	1,750,000.00
Dec. 31	38.04	502,257.71	22,760.05	479,497.66	12,604.85	9,875,800.00	1,709,003.97
1918	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,311.61
Dec. 31	43.19	750,871.94	25,928.00	724,943.94	16,794.25	9,875,800.00	1,718,181.84



## BRIDGE COMPANIES—ENTIRE LINE—Continued

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1920—							
Dec. 31—	43.27	434,370.78	34,807.07	399,563.71	9,232.79	9,875,800.00	1,712,634.06
1921—							
Dec. 31—	36.40	351,176.80	39,551.98	311,624.82	8,561.12	7,945,800.00	1,730,798.80
1922—							
Dec. 31—	36.50	337,900.00	43,802.85	294,097.15	8,059.11	7,945,800.00	1,702,947.95
1923—							
Dec. 31—	36.50	347,306.27	62,614.08	284,692.19	7,799.79	7,945,800.00	1,783,560.04
1924—							
Dec. 31—	36.87	314,988.92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74
1925—							
Dec. 31—	36.63	309,124.91	61,801.16	247,323.75	6,748.30	7,945,800.00	1,817,946.29

The mileage of bridge companies shows a decrease of .24 mile in 1925.

## ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage—Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1920—					
1921—					
1922—					
1923—					
1924—					
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## ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage Owned—Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1920—						
1921—						
1922—						
1923—						
1924—						
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used, crowding them together in such a way as to almost make efficient service impossible.

Permanent and adequate quarters, enabling the various departments of the Commission to be coordinated, should be provided.

#### SUBPOENAS

The Commission is given authority to subpoena witnesses for the various hearings that may be had before it, but there is no provision for the payment of witness fees. This has been found to be a very serious matter in attempting to conduct hearings, with especial reference to bus and truck lines. With the power of subpoena there should be some arrangement made for the payment of witnesses.

#### Decisions and Rulings in General Cases

No. A-3934-1924.

GEORGE FERGUSON, JAMES, Complainant,  
v.  
ILLINOIS CENTRAL RAILROAD COMPANY, Defendants.  
Decided October 21, 1924.

#### INDUSTRY SITE—ALLEGED UNREASONABLE RENTAL.

Decision in this case may be found on page 15, of the 1924 report of the Board. Therein it is recorded that, upon application of carrier, time of taking effect of this order was extended to June 1, 1925, pending appeal to the District Court of Woodbury County. The Illinois Central Railroad Company appealed from the decision of this Board, to the District Court of Woodbury County, Iowa, and Judge Wakefield, before whom the case was heard, entered decree, approving and affirming the order of the Board of Railroad Commissioners, especially holding that the statute under which the Board acted, Section 2110-1, Supplement to the Code, 1913, now Section 8169, Code of 1924, was constitutional. On June 12, 1925, the Commerce Council Department received copy of notice of appeal to the Supreme Court of Iowa, to come for hearing at the September term of the Supreme Court. On November 5, 1926, the Board received a copy of the decision of the Supreme Court, which is here quoted in full:

Justice Faville: This case is submitted upon a stipulation of facts. The town of James is a small village eight miles north of Sioux City. Six families comprise the population of the village. The appellant's railroad passes through the village. It appears that at one time the appellee had leased from the appellant a lot on its right of way, adjacent to a side-track in said town, upon which is located a coal shed 14x72 feet in dimension. The appellant and appellee were unable to agree upon the rental of said lot and an application was made by appellee to the Board of Railroad Commissioners to fix the same. After a hearing the said Board entered an order fixing the annual rental which should be paid by appellee for said site to be used for said purpose. The appellant herein appealed from said order to the district court, where the order of the Board of Railroad Commissioners was by decree approved and confirmed. From such decree this appeal is prosecuted.

Code section 8169 is as follows: "When a disagreement arises between a railroad company and the owner of any building used for receiving, storing, or manufacturing any article of commerce transported or to be transported, situated on the railroad right of way or any land owned or controlled by the railroad company for railroad purposes, as to the terms and conditions on which the same is to be continued thereon or removed therefrom, or when application is made by any person, firm or corporation for a site on such lands for the erection and maintenance of such improvements, and the railway company and the applicant can not agree as to whether such improvement shall be placed on such lands, or as to the character and location of the buildings to be erected and maintained thereon, or as to the terms and conditions under which the same may be placed or operated, such railway company, person, firm, or corporation may make written application to the board of railroad commissioners and such board shall as speedily as possible after the filing of such application, hear and determine such controversy and make such order in relation thereto as shall be just and equitable between the parties, which order shall be

enforced in the same manner as other orders of the board. (S. 12, sec. 2116-1; 40 Ex. G. A., H. P. 199, sec. 41.)"

The order of the Board of Railroad Commissioners was made in pursuance of the provisions of said statute.

But one question is presented for determination upon this appeal and that is whether or not the order of the Board of Railroad Commissioners was an invasion of the constitutional rights of the appellant. Section 15, Article I of the Constitution of Iowa provides:

"Private property shall not be taken for public use without just compensation first being made, or secured to be made, to the owner thereof as soon as the damages shall be assessed by a jury, who shall not take into consideration any advantages that may result to said owner on account of the improvement for which it is taken."

If the effect of the order of the Board of Railroad Commissioners in the instant case is to deprive the appellant of private property for other than a public use, then such order is violative of the appellant's constitutional rights.

The section of the statute above quoted is very broad and comprehensive in its terms. It vests in the Board of Railroad Commissioners authority to hear and determine a controversy that may arise "between a railway company and the owner of any building used for receiving, storing, or manufacturing any article of commerce, transported or to be transported, situated on the railroad right of way, or any land owned or controlled by the railroad company for railroad purposes."

It is obvious that under the provisions of this statute a controversy might arise between a railroad company and the owner of a building that might be used for receiving, storing, or manufacturing an article of commerce, where the owner of such building was using same for a strictly public purpose. It is occasionally the case that a municipality is the owner of a public warehouse that is used for the purpose of receiving or storing articles of commerce, or an individual or corporation may devote its property to a strictly public use. The statute is broad enough by its terms to vest in the Board of Railroad Commissioners the authority to determine the rental value of a site upon a railroad right of way that would be used by a municipality for a public warehouse, or by a party for a wholly public purpose. When viewed in this light and applied for this purpose, the statute would be upheld and the act of the Board of Railroad Commissioners would not be an invasion of constitutional rights respecting the taking of property.

With certain restrictions as to the regulation of rates and other well-recognized matters, a railroad company owns and holds its right of way subject to the same rights that a private citizen owns his property, to wit, that it may be taken, under proper condition, for a public use. It is true that the business of a railroad company is of such character that it is properly subject to governmental regulation, but that does not deprive a railroad company of the constitutional protection respecting the taking of its property for the use of another.

In the quite recent case of *Wolff Packing Company v. Court of Industrial Relations*, 67 L. Ed. 1195, the Supreme Court of the United States, speaking by Mr. Chief Justice Taft, said:

"(There are) Business which, though not public at their inception, may be fairly said to have risen to be such and have become subject in consequence to some government regulation. They have come to hold such a peculiar relation to the public that this is superimposed upon them. In the language of the cases, the owner, by devoting his business to the public use, in effect grants the public an interest in that use, and subjects himself to public regulation to the extent of that interest, although the property continues to belong to its private owner, and to be entitled to protection accordingly." (Citing many cases.)

So the fact that appellant is a railroad company and subject to proper

governmental regulation as such, in the public interest, does not place it outside the protection of the constitutions, both state and federal, in respect to the appropriation or "taking" of its property for the use of another party for private purpose. The right to "regulate" does not include the right to "take" for the private use of another.

In its last analysis, therefore, the question for our determination is whether or not the use to which the appellee sought to subject the property of the appellant was, in a proper sense, a "public use" as distinguished from a "private use."

The line of demarcation between a public use and a private use of property is not always easy to discern. The question is, however, one for the determination of the courts, and not for the legislative definition or declaration.

*Armstrong v. Crawford*, 191 Md. 247; 61 Atl. 413. See also *McMillan v. Noyes*, 75 N. H., 258; 12 Atl. 759. *Laz v. Haggis*, 10 Pac. 675 (Cal.). *Carroll Railway Company v. Virginia Pocahontas Coal Company*, 57 S. E. 401 (W. Va.).

The words "public use" are not synonymous with "public benefit." The public may receive a substantial benefit from the use of certain property by private individuals, but this does not necessarily constitute a public use of the property. *Wisconsin River Improvement Company v. Pier*, 137 Wis. 325; 118 N. W. 557.

In *Wolff Packing Company v. Court of Industrial Relations*, supra, it is well said:

"It is very difficult under the cases to lay down a working rule by which readily to determine when a business has become 'clothed with a public interest.' All business is subject to some kinds of public regulation, but when the public becomes so peculiarly dependent upon a particular business that one engaging therein subjects himself to a more intimate public regulation is only to be determined by the process of exclusion and inclusion and to gradual establishment of a line of distinction."

and also:

"It has never been supposed, since the adoption of the Constitution, that the business of the butcher, or the baker, the tailor, the woodchopper, the mining operator, or the miner was clothed with such a public interest that the price of his product or his wages could be fixed by state regulation. It is true that in the early common law an omnipotent parliament did regulate prices and wages as it chose, and occasionally a colonial legislature sought to exercise the same power; but nowadays it does not devote one's property or business to the public use or clothe it with a public interest merely because one makes commodities for, and sells to, the public in the common callings of which those above mentioned are instances."

The term "public use" as employed in the constitutional provision, does not mean a use which may properly be deemed a public benefit or advantage, but it means that the public possesses to some extent, certain rights to the use or employment of the property. *Borden v. Trespalacio Rico & Irrigation Company*, 82 S. W. 461-465; *Brown v. Gerald*, 190 Me. 351; 61 Atl. 785. *Hench v. Pratt*, 63 W. Va. 270; 57 S. E. 893.

It is unnecessary that we enter upon an extensive review of the numerous decisions constraining the term "public use." A few citations will serve to illustrate what has been recognized as proper "public use" of property. Our public drainage statutes have been sustained on this ground. *Slason v. Board of Supervisors of Buena Vista County*, 128 Iowa, 442. The taking of land for a public highway or street or for a public park, or for water supply or the construction of a sewer system or for the distribution of electricity, or for mills, or common carriers, indicates the general class that is universally recognized as constituting a "public use" within the constitutional provisions. As before said, a situation might arise under the statute where the owner of a building which was used for receiving, storing, or manufacturing an article of commerce



transported or to be transported would be engaged in said business in such a manner that the use was, as a matter of fact, a public use. The leading case recognizing that there may be such a public use of privately owned property is the case of *Munn v. Illinois*, 94 L. ed. 77, where the warehouses in the city of Chicago were involved.

In *Bankhead v. Brown*, 25 Iowa, 540, we had under consideration the establishment of a private road under an act of the legislature, and we held that the act permitting the establishment of private roads and the taking of property therefor was in violation of the constitutional provision.

The same rule was recognized in *Richard v. Wolf*, 82 Iowa, 358. In *Sisson v. Board of Supervisors*, *supra*, we said:

"It must be confessed that there is no standard by which to determine in all cases what is a public use, or what can fairly be regarded as a public benefit, and therefore conducive to the public health, welfare, etc. The Constitution contains no words of definition, and it seems to remain for each act which is brought forward, aided, of course, by the disclosed purpose and object thereof, and by the conditions, stated or well known, upon which it is to operate, to furnish an answer to the test."

In *Mo. Pac. Ry. Co. v. Nebraska*, 41 L. ed. 489, the Supreme Court of the United States had under consideration an order of the Nebraska State Board of Transportation directing a railroad company to grant to a certain person the right of erecting an elevator on the land of the railway company. The court said:

"To require the railroad company to grant to the petitioners a location on its right of way, for the erection of an elevator for the specified purpose of storing from time to time the grain of the petitioners and of neighboring farmers, is to compel the railroad company, against its will, to transfer an estate in part of the land which it owns and holds, under its charter, as its private property and for a public use, to an association of private individuals for the purpose of erecting and maintaining a building thereon for storing grain for their own benefit, without reserving any control to the use of such land, or of the building to be erected thereon, to the railroad company, for the accommodation of its own business, or for the convenience of the public."

"This court, confining itself to what is necessary for the decision of the case before it, is unanimously of the opinion that the order in question, so far as it required the railroad corporation to surrender a part of its land to the petitioners, for the purpose of building and maintaining their elevator upon it, was, in essence and effect, a taking of private property of the railroad corporation for the private use of the petitioners."

The appellee calls our attention to a number of cases wherein the courts have held that the erection of grain elevators and warehouses upon the right of way of a railroad is a matter of such general and public interest that the taking of property therefor may be regarded as a public use. *Munn v. Illinois*, *supra*; *Gurney, et al. v. Minneapolis Union Elevator Company*, 65 N. W. 137.

Under the particular circumstances of cases of this character, it was properly held that the use was a public use where grain was received indiscriminately from the public for storage at great terminal centers. But no cases cited by the appellee, nor any that we have been able to discover, go to the extent of holding that the taking of property for the erection of a coal shed, to be used solely by an individual for the purpose of storing his own coal to be sold to his customers for personal profit, was a "public use" of said property. It may be said that the public is interested in having the appellee, or some other person, sell coal in the village of James. The public is also interested in having some person in the village sell clothing, shoes, flour, and other necessities of life, but it can not be said that because the public is interested in the purchasing of said commodities the dealer who sells them for his private gain is entitled to take the private property of another citizen upon which to main-

tain his place of business on the theory that it is necessary for a "public use."

Under the general and broad term of the statute, it is possible that the Board of Railroad Commissioners may properly be called upon to act in connection with a case where a use of railway property by another party may be a proper public use. Such a situation is not presented in the instant case.

We hold that the order of the Board of Railroad Commissioners requiring that the appellant should furnish to the appellee a site for the erection and maintenance of a coal shed for the sole purpose of storing his own coal therein to be sold by the appellee for private gain, and fixing the rental therefor, was a violation of the constitutional rights of the appellant and if carried out would result in taking the private property of the appellant for other than a public use. It therefore follows that the order appealed from was an invasion of appellant's constitutional rights and hence invalid. The decree of the district court confirming said order must be, and it is, Reversed.

DeGraff, Stevens, Vermillion, concur.

No. 4045—1926.

BOARD OF SUPERVISORS OF POLK COUNTY, DES MOINES,  
BY IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,  
V.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, Defendants.

Decided January 12, 1926.

HIGHWAY CROSSING ONE MILE WEST OF ALTOONA—POLK COUNTY.

Held, upon inspection of crossing, and formal hearing, grade of the highway and the railway tracks should be separated;

Ordered, railway company shall construct and maintain necessary structures to carry their railway lines across the highway, highway authorities to construct and maintain highway, both as to approaches and where it crosses the right of way of the railway company;

If highway commission and defendant railway company cannot agree as to type of structure and other details of the crossing, and as to time when work shall be completed, within thirty days or other longer time, either party may appeal to commission for further order.

ORDER ON PETITION FOR REHEARING.

Decided July 7, 1926.

Held, no new state of facts or circumstances presented to justify ordering rehearing.

SUPPLEMENTAL ORDER.

Decided September 17, 1926.

Order of January 12, 1926, amended.

Held, order shall be amended: horizontal and vertical clearance specified; Ordered, structure shall be completed on or before January 1, 1927; proposed amendment and definite statement set for hearing before the board, at its office, September 23, 1926, 10 a. m.

STIPULATION AND ORDER.

Decided November 29, 1926.

For context, see order.

Ordered, original and supplemental order further supplemented and order amended as provided in stipulation, stipulation being incorporated in and made a part of the order.

For the Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa; W. F. Beard, District Engineer, Ames, Iowa.



For the Polk County Board of Supervisors—Geo. Wilson, Attorney, Des Moines, Iowa; F. H. Hunter, Chairman; J. M. Stewart, Member; C. F. Keeling, Member; F. O. Lang, County Engineer, Des Moines.

For the C. R. I. & P. Ry. Co.—J. G. Gamble, Attorney, Des Moines, Iowa; W. H. Peterson, Engineer, Maintenance of Way, Des Moines, Iowa.

June 12, 1924, there was filed with the Board a petition of the Supervisors of Polk County, reciting that they were unable to agree with the Chicago, Rock Island & Pacific Railway Company as to the manner of crossing primary road No. 7 between sections 13 and 24, township 79 north, range 23 west, Clay township, Polk county, requesting the Commission to make the necessary orders therein. Mr. J. H. Ames, Bridge Engineer of the Iowa State Highway Commission, sending this petition to the Board on June 12th, said:

"Involved in this same crossing improvement is a proposed separation on the K. & D. M. Railroad, which is under receivership, and we are at present in negotiation with the receivers concerning this proposed separation. In the event of our inability to reach an agreement with them in the course of the next few days a similar appeal will be taken on the part of the improvement involved in the K. & D. M. Railroad."

Mr. Ames also stated that Polk county was paving this highway and it was necessary to have something done as soon as possible. The Chicago, Rock Island & Pacific Railway Company in answering this petition said:

"Answering the petition of the board of supervisors of Polk county, Iowa, the said The Chicago, Rock Island & Pacific Railway Company admits on information and belief the establishment of a highway crossing as alleged in said petition, and admits that there is a controversy and disagreement between said board of supervisors and said railway company concerning same."

"Said railway company would show to this honorable board that said board of supervisors, acting in conjunction with the highway commission of the state of Iowa, is insisting upon the expenditure by this railroad of a large sum of money on account of the relocation and change of said crossing. The said railway company denies that there is any necessity for any change or relocation of said crossing, and likewise would suggest to this honorable board that to impose upon this railway company the enormous cost that would be the direct result of the proposed changes, etc., demanded by the board of supervisors would be to inflict upon it an undue and excessive burden, at a time when it is not in a position to meet the same, and which would result in imposing upon it an undue burden as an interstate carrier."

"Said railway company begs leave to present to this honorable board all the facts and circumstances pertinent to the matter in hand, and asks that the board take cognizance of all the facts, and that the petition of the said board of supervisors be denied."

On August 8, 1924, as previously had been indicated by Mr. Ames, the Board of Supervisors of Polk County filed petition stating they were unable to agree with the Keokuk & Des Moines Railroad on primary road No. 7 between sections 13 and 24, township 79 north, range 23 west, Clay township. This petition was also submitted to the railroad company by its receivers and on August 28, 1924, the Board received the following from Mr. J. J. Hughes, receiver, Keokuk & Des Moines Railroad:

"Confirming my letter of August 13th, the Keokuk & Des Moines Railroad was sold August 18th to a committee of bond holders representing the Rock Island Railroad."

"Inasmuch as the Rock Island own more than fifty per cent of the stock, I think it is perfectly safe to say it will be part of the Rock Island property."

"The receivership has not been closed, and probably will not be until the Interstate Commerce Commission pass on the transfer. The sale has been approved in the Federal Court, and the matter of crossings should, I believe, properly be presented the Chicago, Rock Island and Pacific Railway."

On September 17th the attorneys for the Chicago, Rock Island & Pacific Railway Company filed an amendment to its answer stating:

"That it is an interstate carrier by rail, and therefore is under the direction and control of the Interstate Commerce Commission, to the extent and in the manner as provided by the laws of the United States."

"Said defendant would respectfully urge to this Honorable Board that it has neither the power, jurisdiction or authority to make or enter any order in this hearing whereby there would be imposed upon this defendant Company the obligation to make any expenditure of money in any sum whatsoever."

"Wherefore, said Railway Company prays that the petition of the Complainant be denied."

The Board fixed September 30th at the office of the Commission for hearing, which was later cancelled at the request of the State Highway Commission as negotiations were being carried on, through which it was hoped that an agreement would be reached without an order from the Board. On June 30, 1925, the Commission was advised by Mr. Ames of the State Highway Commission that it was their thought there could be no agreement reached and asking the Commission to proceed with the case. After due notice the Commission on September 3 and 4, 1925, viewed the premises and heard evidence offered by the petitioners and respondent railway company. Since the petition was filed the Keokuk & Des Moines Railroad has become the property of the Chicago, Rock Island & Pacific Railway Company.

From a careful inspection of the premises and the testimony offered, it is the opinion of this Commission that the grade of the highway and the railway tracks should be separated at the point where the highway known as primary road No. 7 crosses the tracks as indicated by petitioners already referred to, by said highway passing beneath the tracks of the railway company. The Board, therefore, finds that said highway shall be so constructed that it will pass beneath the lines of the Chicago, Rock Island & Pacific Railway Company where said highway crosses such tracks between sections 13 and 24, township 79 north, range 23 west, Clay township, Polk County; that said railway company shall construct and maintain the necessary structures to carry their railway lines across the highway and the highway authorities shall construct and maintain the highway, both as to its approaches and where it crosses the right of way of the railway company; and it is so ordered. It is the opinion of the Commission further that representatives of the railway company and the State Highway Commission can readily agree as to the type of structure and other details of the crossing and as to the time when said work shall be completed. Failing in this, however, within thirty (30) days or other longer time, either party hereto may appeal to the Commission for further order relative to type of structure, details of crossing and when the same shall be completed ready for use.

Petition for rehearing filed February 6, 1926.

Oral argument before Board on March 16, 1926.

Appearances:

For the Iowa State Highway Commission—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the Chicago, Rock Island & Pacific Railway Co.—J. G. Gamble, of Gamble and Read, Attys., Des Moines, Iowa.

On the 12th day of January, 1926, this Commission rendered its opinion in the above entitled case, copy of which opinion was duly served on all parties interested therein. In said opinion the Board found that there should be a separation of the grade at the point involved as indicated in the decision. The Board concluded its finding with this statement:

"It is the opinion of the Commission further that representatives of the railway company and the State Highway Commission can readily agree as to the type of structure and other details of the crossing and as to the time when said work shall be completed. Failing in this, however, within thirty (30)

days or other longer time, either party hereto may appeal to the Commission for further order relative to type of structure, details of crossing and when the same shall be completed ready for use."

Subsequent to the issuance of said decision, the Chicago, Rock Island & Pacific Railway Company filed its petition for rehearing. Oral argument was presented thereon. The Chicago, Rock Island & Pacific Railway Company also filed written argument in support of its petition for rehearing. The Board has carefully gone into all of the questions raised by such application and argument and are of the opinion that no such new state of facts or circumstances are presented as would justify this Commission in ordering a rehearing.

The application is, therefore, denied.

#### SUPPLEMENTAL ORDER

On January 12, 1926, the Commission rendered its decision in the above entitled cause, finding and ordering that a separation of grade is necessary, and provided in said order as follows, to-wit:

"It is the opinion of the Commission further that representatives of the railway company and the State Highway Commission can readily agree as to the type of structure and other details of the crossing and as to the time when said work shall be completed."

Further:

"Failing in this, however, within thirty (30) days or other longer time, either party hereto may appeal to the Commission for further order relative to type of structure, details of crossing and when the same shall be completed ready for use."

It is shown to the Commission that there cannot be an agreement as to the type of structure that is to be built, and of the time of commencement and completion of this work. Request has been made by the parties hereto to make the order definite and specific.

It is the opinion of the Commission that the said order shall be so changed and amended that it shall read as follows, to-wit:

"It is further ordered that The Chicago, Rock Island & Pacific Railway Company shall construct a structure to carry the tracks of the railway company over the highway at the crossing in question, which structure shall be of a suitable type satisfactory to the railway company, which shall provide a clear horizontal clearance of twenty-four (24) feet and a clear vertical clearance of thirteen (13) feet, and that the structure shall be completed on or before January 1, 1927."

It is further ordered by the Commission that the matter of this proposed amendment and definite statement in said order be set down for hearing before the Board at its office on the 28th day of September, 1926, at ten o'clock A. M., and that the said The Chicago, Rock Island & Pacific Railway Company be notified of the requests herein made and of the date when same is to be heard, and at which time it may be heard on the request for such amendment and for such definite statement in the order of the Commission.

In the above entitled cause and on November 4, 1926, parties hereto filed their stipulation, as follows, to wit:

"It is hereby stipulated and agreed by and between the parties hereto that the Board of Railroad Commissioners shall enter in the above and foregoing proceeding an amendment and modification of the order and supplemental order heretofore entered in said proceeding so as to provide that the defendant shall construct a structure at the grade separation in said proceeding referred to, temporary in character and of temporary materials, and shall bear the cost thereof out of its own funds; that the complainant will bear all other costs in connection with said grade separation project, and further that the Board of Railroad Commissioners will reserve jurisdiction of the proceeding for the purpose of considering the question of and further apportionment of cost as between the parties when and if it is determined that the temporary structures

at the point of such grade separation project should be replaced by structures permanent or semi-permanent in character, having in mind the fact that it may be necessary in the course of time to change the alignment and grade of the railway tracks as the same passes over the highway at the point of said grade intersection.

It is further stipulated and agreed that upon modification and amendment of the order and supplemental order as in this stipulation provided that the defendant will proceed with the construction of said temporary structure at such time after April 1, 1927, as the engineer of the State Highway Commission of the State of Iowa shall request."

It is therefore ordered by the Commission that the original order entered in this case on January 12, 1926 and the supplemental order on September 17, 1926 be and the same are further supplemented and the order amended as provided in the said stipulation. It is therefore ordered and adjudged that the provisions of said stipulation be incorporated in and made a part of the order, and that in all other respects the said orders heretofore entered shall remain in full force and effect, only modified and changed as stated in the said stipulation.

Nos. A-4059 and A-4060—1925.

BOARD OF SUPERVISORS OF CEDAR COUNTY, BY  
IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,  
V.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, Defendants.

Decision on Rehearing, August 2, 1926.

HIGHWAY CROSSING—EAST OF MECHANICSVILLE.

HIGHWAY CROSSING—WEST OF MECHANICSVILLE.

Held, No such new evidence introduced as would warrant Board in changing its former opinion (Page 19, 1925 Report):

Ordered, defendants shall place wig-wag or flash light signals at these crossings, plans and specifications for such signal protection to be submitted for Board's approval within ninety days.

For the Board of Supervisors of Cedar County—Marion C. Hamiel, Co. Atty., Tipton, Iowa.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engr., Ames, Iowa.

For the Town of Mechanicsville, et al.—C. J. Lynch, Atty., Cedar Rapids, Iowa.

For E. F. Walshire, W. A. Thomas, Michael Hanlon, et al., Objectors—J. C. France, Atty., Tipton, Iowa.

For the C. & N. W. Ry. Co.—Geo. E. Hise and Jas. C. Davis, Jr., Attys., Des Moines, Iowa.

These cases, being complaints filed July 22, 1924, upon which hearings were held October 1, 1924, and decision rendered December 31, 1924, came before the Board upon rehearing after argument being made for such rehearing June 25, 1926. On July 20, 1926, pursuant to notice full hearing was held at the Court House, Cedar Rapids, Iowa, and the matters again submitted. The former hearings were held upon petition for separation of grades by one overhead crossing and one subway east and west of the City of Mechanicsville, respectively. The present cases being different only in that it is now proposed to eliminate both grade crossings by subways. The cost for such elimination as indicated in Chicago & North Western Railway Company Exhibit, filed by Chief Engineer W. A. Towne, for the west crossing, \$35,600, inside the right of way, and \$3,300 outside the right of way, for the east crossing (indicated as crossing A on Ames' Exhibit 1) \$34,440 inside the right of way and \$10,500 outside the right of way. The cost of the structures alone as indicated on Ames' Exhibit 1 for the west crossing, \$27,400 and for the east crossing, \$24,800.



The Commission has gone carefully over the evidence in this matter presented at the various hearings that have been held and have reached the conclusion that no such new evidence has been introduced as would warrant the Board in changing its former opinion.

It is clear that the State Highway Commission prefers the route south of the track for the Lincoln Highway, or Primary Road No. 6, and that it only consents to its judgment being over-ruled and the highway being sent through the main street of Mechanicsville provided there is separation of the two grade crossings that would be made necessary by reason of this change in its road plans. This Board has at all times sought to work in harmony with the State Highway Commission in the separation of grades and wherever it has been possible at all, has deferred to the judgment of the State Highway Commission as to the route to be taken by the highway insofar as its relationship to crossing railroads is concerned. We appreciate fully the desires of the people of the town of Mechanicsville, and were we residents there, we should feel the same way about it. This Board must take a more comprehensive view, however, of the general situation because there are many hundreds of dangerous crossings that must have protection, perhaps separation of grades, where there is no other way to safe-guard the larger streams of traffic upon the highways. If the expense of these structures, as made necessary if the Lincoln Highway passes through Mechanicsville, should be assessed entirely against the railway company, it means a burden for all time upon all of the patrons of the Chicago & North Western Railway System. This would be an investment in capital account upon which the carriers would be entitled to a return and this would be a non-revenue producing investment, so the additional earnings made necessary by such investment must come from the rates, passenger and freight which patrons would be required to pay. This one instance may not seem so much but multiplied many times would produce a burden that would be keenly felt all along the line. The safe-guarding of human life must come first and this Board has many times ordered the separation of grades where the expense was even greater than in the instant case. In such cases, however, it was the only way that the greater number could be benefited. In this particular case, there is another way suggested by the State Highway Commission by which the stream of through traffic upon this particular highway will be taken care of without crossing this railroad at all in the vicinity of Mechanicsville.

We believe from the broad view of the greatest good to the greatest number, the judgment of the State Highway Commission in this case is good and ought to be followed. There is traffic and we presume much traffic that would still desire to enter Mechanicsville from the south connecting with the Primary Road No. 6 or Lincoln Highway as it is also called. It might be that the traffic and other conditions would be such that a safe protection should be provided for such a crossing. This, however, is another matter which could be presented to the Board at a later time if the highway authorities and the railway company could not agree. It is with sincere regret that we reach the conclusion we have, for we appreciate the deep desire of the people of Mechanicsville to have this highway pass through their city and to have the crossings protected. If the State Highway Commission had in its judgment positively determined that the Lincoln Highway should pass through the town of Mechanicsville, in the manner suggested, we could then in deferring to its judgment as to location, apportion the expense of the structure in such way as we might find equitable to the carrier and to the public.

Upon the rehearing we have reached the conclusion that our former opinion should not be disturbed, except as indicated herein.

The Commission having found a necessity for some kind of protection to the public at both of the crossings in question, it is ordered that the Chicago & North Western Railway Company construct and maintain at the crossing about two miles east of Mechanicsville, called in the record

the Thomas Crossing, and at the crossing about three miles west of Mechanicsville, called in the record the McAllister Crossing, wig-wag or flash light signals actuated by the operation of trains which will indicate the approach of such trains; it is further ordered that plans and specifications for such signal protection be submitted to this Commission for its approval within ninety (90) days.

No. A-4122-1926.

BOARD OF SUPERVISORS OF POLK COUNTY, DES MOINES, BY  
IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,  
v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, Defendants.  
Decided January 12, 1926.

HIGHWAY CROSSING ON PRIMARY ROAD NO. 2 EAST OF DES MOINES.

Held, upon inspection and hearing, separation of grades necessary; railway company should provide and maintain necessary structures to carry their tracks across said highway, highway authorities to bear all expense of construction and maintenance of highway where it crosses right of way; belief of the Board that representatives of the railway company and State Highway Commission may readily agree within thirty days upon the type of structure and time of commencement and completion of work; upon request of either party Board to issue further order.

DECISION ON APPLICATION FOR REHEARING  
Decided July 7, 1926.

Held, no such new state of facts or circumstances presented as would justify rehearing.

SUPPLEMENTAL ORDER.  
Decided September 17, 1926.

Ordered, defendant shall construct structure to carry tracks over highway (horizontal and vertical clearance provided), structure to be completed on or before January 1, 1927; matter of proposed amendment and definite statement set down for hearing, at office of Board, September 28, 1926. Hearing continued to October 5, 1926, at which time proposition was submitted by the defendant company for adjustment of case. Representative of Highway Commission to examine proposition and advise defendants whether or not it was acceptable. The Board to be advised as to adjustment agreed upon. At this writing, case still pending.

For the Highway Commission—J. H. Ames, Bridge Engr., Ames, Iowa;  
W. F. Beard, Dist. Engr., Ames, Iowa.

For the Polk County Board of Supervisors—Geo. Wilson, Atty., Des Moines, Iowa; F. H. Hunter, Chairman; J. M. Stewart, Member; C. P. Keeling, Member; F. C. Lang, County Engr., Des Moines.

For the C. R. I. & P. Ry. Co.—J. G. Gamble, Atty., Des Moines, Iowa;  
W. H. Peterson, Engr., Maintenance of Way, Des Moines, Iowa.

The Board of Supervisors of Polk County on June 1, 1925, filed with this Commission a petition reciting that they were unable to agree with the said railway company with respect to the crossing of said railway known as primary road No. 2 on the southwest corner of Section 34, township 79 north, range 23 west, at a point about one half (½) mile east of the east city limits of Des Moines, and requesting this Board to make an order therein. In transmitting this petition, Mr. J. H. Ames, Bridge Engineer of the Iowa State Highway Commission said:

"This road, as you know, is being paved from the Polk County line to the east city limits of Des Moines, and we wish to do such work as may be necessary at the railway crossing while the heavy traffic is being detoured. Con-



sequently there will have to be prompt action by everyone if we are to put in a separation at this point."

There were, however, some negotiations carried on between the railroad company and the State Highway Commission and the Board held the matter in abeyance. Later Mr. Ames informed the Commission that they were unable to make any agreement with the railway company and asked that the case be set for hearing. The Board after due notice inspected the premises involved in this complaint and heard testimony relative thereto on September 3 and 4, 1925. Primary road No. 2 is one of the paved roads out of Des Moines, leading east and southeast and is one of the main travelled roads of the state. The highway in Polk County has been paved with the exception of that portion which is necessary to approach and cross the railroad tracks. From a careful inspection of the premises and the testimony offered the Board finds that a separation of grades is necessary to properly take care of the interests of the public, both using the highway and the railroad; and that a safe, adequate and convenient crossing can not be maintained at grade. We, therefore, find that a separation of grade is necessary where said primary road No. 2 crosses the tracks of the Chicago, Rock Island & Pacific Railway, as indicated in the application herein by having said primary road pass beneath the tracks of the railway company, and it is so ordered. It is further our opinion that the railway company should provide and maintain the necessary structures to carry their tracks across said highway and that the highway authorities should bear all of the expense of construction and maintenance of the highway where it crosses the right of way of the railway company. It is the belief of the Commission that representatives of the railway company and the State Highway Commission may readily agree within thirty (30) days from date hereof upon the type of structure and the time of commencement and completion of this work. However, upon request of either party hereto the Board will make further orders to specifically determine the form of structure and when the work shall be completed.

#### DECISION ON APPLICATION FOR REHEARING

For the Iowa State Highway Commission—Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa.

For the Chicago, Rock Island & Pacific Ry. Co.—J. G. Gamble, of Gamble and Read, Attys., Des Moines, Iowa.

On the 12th day of January, 1926, this Commission rendered its opinion in the above entitled case, copy of which opinion was duly served on all parties interested therein. In said opinion the Board found that there should be a separation of the grade at the point involved as indicated in the decision. The Board concluded its findings with this statement:

"It is the belief of the Commission that representatives of the railway company and the State Highway Commission may readily agree within thirty (30) days from date hereof upon the type of structure and the time of commencement and completion of this work. However, upon request of either party hereto the Board will make further orders to specifically determine the form of structure and when the work shall be completed."

Subsequent to the issuance of said decision, the Chicago, Rock Island & Pacific Railway Company filed its petition for rehearing. Oral argument was presented thereon. The Chicago, Rock Island & Pacific Railway Company also filed written argument in support of its petition for rehearing. The Board has carefully gone into all the questions raised by such application and argument and are of the opinion that no such new state of facts or circumstances are presented as would justify this Commission in ordering a rehearing.

The application is, therefore, denied.

#### SUPPLEMENTAL ORDER

On January 12, 1926, the Commission rendered its decision in the above

entitled cause, finding and ordering that a separation of grade is necessary, and provided in said order as follows, to-wit:

"It is the belief of the Commission that representatives of the railway company and the State Highway Commission may readily agree within thirty (30) days from date hereof upon the type of structure and the time of commencement and completion of this work."

#### Further:

"However, upon request of either party hereto the Board will make further orders to specifically determine the form of structure and when the work shall be completed."

It is shown to the Commission that there cannot be an agreement as to the type of structure that is to be built, and of the time of commencement and completion of this work. Request has been made by the parties hereto to make the order definite and specific.

It is the opinion of the Commission that the said order shall be so changed and amended that it shall read as follows, to-wit:

"It is further ordered that The Chicago, Rock Island & Pacific Railway Company shall construct a structure to carry the tracks of the railroad company over the highway at the crossing in question, which structure shall be of a suitable type satisfactory to the railway company, which shall provide a clear horizontal clearance of twenty-four (24) feet and a clear vertical clearance of thirteen (13) feet, and that the structure shall be completed on or before January 1, 1927."

It is further ordered by the Commission that the matter of this proposed amendment and definite statement in said order be set down for hearing before the Board at its office on the 28th day of September, 1926, at ten o'clock A. M., and that the said The Chicago, Rock Island & Pacific Railway Company be notified of the requests herein made and of the date when same is to be heard, and at which time it may be heard on the request for such amendment and for such definite statement in the order of the Commission.

No. A-4123—1926.

#### BOARD OF SUPERVISORS OF UNION COUNTY,

BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

v.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY, *Defendants*.

*Decided January 12, 1926.*

#### HIGHWAY CROSSING NEAR KENT.

*Held*, upon inspection and hearing, present crossing should be eliminated; division of work specified—specifications set out.

*Ordered*, work shall be completed within six months.

For the Railroad Company—J. C. Pryor, Atty., Burlington, Iowa; W. A. Card, Genl. Supt., Burlington, Iowa.

For Iowa State Highway Commission—W. O. Price, District Engr., Chariton, Iowa.

For the Board of Supervisors—C. A. Elliott, Chairman; C. F. Anderson, Member; W. S. Hull, Member; L. F. Godden, Member; Fulton Stream, Member.

Section 8021 of the Code of Iowa, 1924, provides that if the railway company and highway authorities cannot agree upon changes to be made in crossings of railroads by highways, then the Board shall fix a date for hearing, giving proper notice, etc.

Under this section of the statute the application in this case advised the Board that they were unable to agree with the Board of Supervisors of Union County upon a proposal to eliminate a dangerous grade crossing

where the township road between Section 32, Township 72, Range 31, and Section 5, Township 71, Range 31, Union County, Iowa, crosses the line of the Chicago, Burlington and Quincy Railroad.

The County Supervisors were notified of the application and advised that the Commission would hear the matter as provided by law November 13, 1925, at Creston. At this hearing both the railroad company and the County Supervisors were fully represented, and the evidence disclosed that the road upon which this crossing is sought to be closed is what is known as a township road, and it not a road that is used a great deal, although it accommodates a considerable number of people.

It is proposed by the railroad company to rebuild a bridge located north of the present grade crossing, so that travel may be diverted under the bridge, allowing said travel to reach Iowa State Highway No. 8, a primary road, without crossing the rails of the railroad company.

There is already a highway extending north along the half section line in Section 32, a distance of about six hundred feet from the present township road, passing under the bridge as now located and connecting with said State Highway No. 8. Such road has not been maintained, however, in a good condition, and neither has the railway company maintained a sufficient roadway under its present bridge, with the result that a lack of drainage has made the conditions such that the road is unfit for use much of the time.

It is proposed by the railroad company in this case, however, to widen the opening under this bridge to give fourteen feet horizontal clearance and twelve feet vertical clearance, and this is accomplished by elevating the railroad track at this point and for some distance either side, then filling in the roadway beneath and surfacing with cinders or other material, also placing culverts with ditches to properly drain the roadway. All that the Supervisors of Union County would be required to do would be to grade the highway properly where it leaves the township road between sections indicated herein, extending to the north about six hundred feet. This change in the highway crossing will inconvenience one or two families, perhaps more, to the extent that it will require them to go a few hundred yards further if they are going to Kent by highway, but it will shorten the distance for these same parties if they are driving to Creston.

The present crossing is an exceedingly dangerous one, because the view of trains from the highway is entirely shut off to those approaching said crossing from the east. This condition is caused by embankments, and the danger could not be eliminated even though the railroad company should be required to remove the high banks upon their own right of way. The roadway approaches the railroad from the east on a steep down grade, perhaps a ten per cent grade.

In view of the situation and the testimony introduced, it is the opinion of the Board that the present crossing should be closed and travel diverted to the north, passing under the railroad as indicated herein.

It is therefore our opinion that the application of the railroad company should be granted; that the grade crossing as described herein, namely where the highway between Section 32, Township 72 North, Range 31, West of the 5th P. M., and Section 5, Township 71 North, Range 31, West of the 5th P. M., should be eliminated, and that the Supervisors of said County place the highway between such road and located along the half section line between the east and west half of Section 32, Township 72 North, Range 31, and the right of way of the railway company, in passable condition, and that the railroad company herein shall provide safe, adequate roadway as proposed by them upon their right of way under their bridge, known as bridge No. 6.88, providing opening for such passageway of the public not less than fourteen feet horizontal and twelve feet vertical clearance, the present crossing not to be eliminated until the roadway upon the right of way of the railroad company and under-

neath the bridge is in good condition for travel, which should be not less than six months from date hereof, and it is so ordered.

No. A-4125—1926.

TOWN OF OXFORD JUNCTION, Complainants,  
v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, Defendants.

Decided January 12, 1926.

ESTABLISHMENT OF HIGHWAY CROSSING.

Held, upon inspection and hearing, establishment of proposed grade crossing not necessary; petition denied.

For the Complainants—James L. Cave, Atty., Oxford Junction, Iowa; Emerson Cave, Mayor, Oxford Junction, Iowa; J. A. Mulvihill, Wm. Klahn, Henry Shimerda, Members of Town Council.

For the C. & M. & St. P. Ry. Co.—C. L. Taylor, Atty., Des Moines, Iowa; M. J. Flanagan, Supt., Marion, Iowa; E. L. Sinclair, Asst. Engr., Marion, Iowa.

On April 20, 1925, James L. Cave, Oxford Junction, Iowa, filed the following petition by letter:

"On behalf of the Town of Oxford Junction, Iowa, I wish to present a matter for your action and consideration.

"I have made several attempts to compel the Chicago, Milwaukee & St. Paul Railway Company to establish a grade crossing within the Corporate limits of the Town of Oxford Junction, and they have refused to construct the same. They offer as a reason the fact that they have one crossing within the Town over their tracks which is sufficient.

"The Town as aforesaid have passed a resolution to extend a certain street and desire that this crossing be built to effect the extension of this street. Also, there has been a petition circulated and signed by residents of the town to have this crossing established.

"Further, a part of the town is on one side of their tracks and a part on the other with only the one crossing connecting the two divisions. A great part of the time the one crossing is blocked by trains. If there was the one other crossing as desired the traffic would be able to cross at one point or the other at all times.

"I refer this matter to you for the reason that you might see and understand the exact situation and also if you could not effect some result by issuing an order for the construction of this crossing.

"Also any information which you might be able to offer me in securing the result desired will be greatly appreciated."

This question was taken up with the Railway Company, and on June 15th, they replied as follows:

"Through an oversight, I neglected to reply further to your letter of April 27th with reference to this matter. Our investigation recently completed, indicated that there is no public necessity for the crossing. There is only one family living on the opposite side of the railroad from the town that would be served by the opening of this crossing and it is our position that we should not be called upon to spend about \$500.00 to establish the crossing and assume the burden of additional operating losses and liability when there is no public need for it."

The Railway Company and the applicant failing to reach an agreement, this case was set down for hearing on November 24, 1925, was fully heard and submitted. The applicant introduced as witnesses, Emerson Cave, Mayor, and J. A. Mulvihill, Wm. Klahn, and Henry Shimerda, Councilmen, all of Oxford Junction, Iowa, who testified that in their belief, the establishment of this grade crossing was necessary, for the reason that the town had only the one crossing over the tracks and that on numerous occasions trains would block this one crossing, preventing



traffic to freely cross. They also stated that, although this street, known as First Street, was not used at present from the business section of the town to the tracks at the point of the proposed crossing, it was the intention of the town to intersect with a street on the opposite of the tracks. The substance of the testimony given in behalf of the town of Oxford Junction was that this proposed crossing was needed to facilitate traffic at times when the existing crossing was blocked by railroad trains. However, witnesses did not testify or show that any serious inconvenience had been caused by being unable to use another crossing when the existing crossing was blocked by railroad trains.

The Chicago, Milwaukee & St. Paul Railway Company objecting to the establishment of the proposed grade crossing introduced as witnesses M. J. Flanagan, Superintendent, and E. L. Sinclair, Assistant Engineer, Chicago, Milwaukee & St. Paul Railway Company, Marion, Iowa, both testifying that a serious hazard would be created by the establishment of the proposed crossing, in that it would be located immediately east of the inclined tracks leading to coal chutes, in the center of their right-of-way between their east and west bound main line tracks. The coal chute tracks, and the side and switching tracks in addition to main line tracks at the point of the proposed crossing, would create a very serious condition, if said crossing should be established.

Superintendent Flanagan denied that any of their trains ever blocked the existing crossing more than three minutes. He also stated that when long freight trains stopped at the station they cut the train; that he had given orders to all trainmen to prevent blockading of the existing crossing, and to cut the freight trains standing across the street more than two or three minutes. He cited that in event any of the trainmen allowed the crossing to be blocked an unreasonable length of time, the officials of the town should, under their legal authority, arrest them.

The Commission viewed the premises and observed there was only one house located immediately across the tracks from the business section, at the site of the proposed crossing; that nearly all of the residence section on the south side of the tracks was immediately across from the existing grade crossing, and that the existing crossing appeared to be adequate, except on the occasions that it might be blocked.

After a careful review of this matter, and the testimony presented at the hearing the Commission finds that, at the present time, the establishment of the proposed grade crossing, as petitioned for, is not necessary.

Petition is therefore denied.

No. A-4128—1926.

TRUSTEES OF COOPER TOWNSHIP, WEBSTER COUNTY, Complainants,

v.

ILLINOIS CENTRAL RAILROAD COMPANY, Defendants.

Decided June 11, 1926.

HIGHWAY CROSSING—DANGEROUS—OVERHEAD.

Held, upon inspection and hearing, bridge should be strengthened and put in first-class physical condition; that it be widened two feet; when township shall have filled approaches leading to railroad right of way, and brought them to a 6 per cent grade, railroad company to raise ends of bridge to meet highway. So ordered.

For the Complainants—M. J. Mitchell, Attorney, Fort Dodge, Iowa.

For the Defendant—C. A. Helsell, Attorney, Fort Dodge, Iowa.

On June 18th, 1925, the Trustees of Cooper Township, Webster County, filed a letter with this board, signed by Mitchell, Files & Mulholland, by M. J. Mitchell, City Solicitor, Ft. Dodge, Iowa, as follows:

"There is a public highway extending south between Sections 32 and 33, Cooper Township in this county and crossing track and right-of-way of the

Illinois Central Railroad. This highway is just outside the limits of the city of Fort Dodge and adjoins the property of the Plymouth Gypsum Company. The highway is a secondary township road. The Railroad company constructed over its track an overhead crossing, that is a bridge. There is quite a large amount of travel on this road and in the opinion of the township trustees the bridge is dangerous. It is probable that the same conclusion will be reached by anyone who drives over the bridge. The bridge or overhead crossing is solely for the benefit of the Railroad Company as there would be no need of an overhead crossing if it were not for the railroad track. The Railroad Company refuses to remedy the dangerous condition of the crossing, at least the Railroad Company and the township trustees do not agree.

"We are not at all sure what your authority is in a case of this kind. If it were a grade crossing your authority is clear. Section 7947 of the Code of 1924 makes it the duty of the railroad company to keep the overhead crossing in a safe condition. Section 8009 also requires the company to construct safe crossings. If this situation comes within your jurisdiction we will be pleased to have you take it up at your very earliest convenience. We are writing you as attorneys for the trustees of Cooper Township."

This petition was taken up with the Illinois Central Railroad Company, who replied, through their Attorneys, Helsell & Helsell, Fort Dodge, Iowa, as follows:

"\* \* \* The bridge in question is on a township road, southeast of Fort Dodge, which is but infrequently used. We agree with the Trustees, however, in that it is somewhat dangerous at the present time, because travelers on the highway cannot see over the bridge to ascertain whether someone is approaching from the other side. The bridge is a substantial wooden structure, a little over sixteen feet wide, with ample room for two cars to pass, and extends from one side of the railway to the other. All of the danger could be avoided by grading the approaches to the bridge.

"The Illinois Central Railroad Company is willing to co-operate with the Trustees in raising the ends of the bridge to comply with a new grade should the approaches be raised. The Company, of course, has no right whatever to go off of its waylands to grade these approaches, nor is it under any legal obligation to do so.

"If the Township Trustees are willing to grade the approaches, we should gladly join with you in a hearing before the Board of Commissioners."

The answer of the Illinois Central Railroad Company was forwarded to the Attorney for the Complainant who requested that the Board hold a formal hearing in this matter. The Board, through its Secretary, then requested the complainant to file a formal complaint stating that upon the receipt of the complaint that the case would be placed on Docket for early hearing.

Upon receipt of formal complaint filed by the Attorneys for the complainant, copy was forwarded to the Railroad Company, requesting an answer, on or before July 20th. On July 14th formal answer was received from the Railroad Company, making substantially the same offer as quoted above, which answer was forwarded to attorneys for complainant, with the word that this case had been placed on the docket for early hearing.

On September 12, 1926, the Board named Wednesday, September 23, at nine o'clock A. M., at the Chamber of Commerce, Fort Dodge, Iowa, as time and place for hearing.

Hearing was called on the date set, and a personal inspection made. It was developed at the hearing that the bridge in question is in a dangerous condition, as the inclines on either side are at a 9½ to 11 per cent grade; that the bridge is on a secondary road, but used a great deal; that it is too narrow and on account of the steep approaches a vehicle coming in the opposite direction, could not be seen; that there is barely room for two vehicles to pass, and insufficient room to pass a load of hay.



The Railroad Company has certain obligations to the public as well as the township, and it is the opinion of this board that this bridge should be strengthened, and put in first class physical condition, that it be widened two feet, and that when the township shall have filled the approaches leading to the Railroad right-of-way, and brought them to a 6 per cent grade, the Railroad Company shall raise the ends of the bridge to meet the highway, making the incline not over a six per cent grade.

And it is so ordered.

No. A-4131—1926.

CLEMENT L. MILLER, LIBERTYVILLE, Complainant,  
v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, Defendants.

Decided May 5, 1926.

PRIVATE CROSSING—ENTRANCE TO FARM.

Ordered, upon inspection and hearing, crossing being inadequate, there should be vertical clearance of fourteen feet; surface of pass under railroad bridge shall be paved on a space not less than ten feet wide by twenty feet long; other requirements made to provide reasonably passable road at all times; work to be completed within ninety days.

For the Complainant—Stephen Robinson, Des Moines, Iowa; Clement L. Miller, Libertyville, Iowa.

For the Chicago, Rock Island & Pacific Railway Co.—R. L. Read, Atty., Des Moines, Iowa; W. H. Peterson, Engineer Maintenance Way, Des Moines, Iowa; E. F. Manson, Division Engineer, Trenton, Mo.

On July 7, 1925, Clement L. Miller of Libertyville, Iowa, petitioned this Commission to determine the necessity for improvement of private undergrade crossing of the Chicago, Rock Island & Pacific Railway Company's tracks connecting the highway with his farm which is located near the town of Libertyville, Iowa. The complainant stated that the railroad in running through his farm leaves about one-half (½) acre on the south side of the tracks, while all buildings and the rest of the farm are on the north side of the tracks; that one-half (½) acre is a three-cornered tract adjoining the highway; that complainant in order to reach said highway must pass under a bridge known as Railroad Bridge No. 2820, which also provides for the passage of a creek; that this is always wet and most of the time impassable, especially so in rainy wet weather.

The matter was set down for hearing April 8 at Libertyville, Iowa, and was fully heard. From the examination of the premises and testimony offered, it is found that the complainant has but one way to reach the highway from his farm. This is a private road which passes under the tracks of the respondent Railway Company at Bridge No. 2820 and it is with reference to the condition of his undergrade crossing that Mr. Miller complains. Using the same bridge and along side the roadway used by the complainant, is a small creek and because of the nature of the ground being low and with no surfacing of any kind, in rainy weather the crossing is impassable. Because of these conditions, the complainant is unable to haul his produce from his farm to market or to bring provisions on to his farm.

It is well established that where the only means a farmer has of reaching a highway is across the railroad tracks, he is entitled to more consideration as to the manner of construction of the crossing and the facilities provided than as though it is merely a crossing of the railroad tracks from one portion of the farm to another.

In the opinion of the Commission, the crossing now afforded the complainant in this case is not adequate under the law and it is the duty of the respondent Railway Company to provide safe, convenient and

adequate crossing for the use of the complainant. The Commission finds that at this crossing there should be a vertical clearance of fourteen (14') feet; that the surface of the pass under the railroad bridge should be paved on a space not less than ten (10') feet wide by twenty (20') feet long and that the roadway otherwise upon the right-of-way of the respondent Railway Company shall be surfaced with cinders or some other material that will provide a reasonably passable road at all times; and that this work should be done within ninety (90) days from date hereof. It is so ordered.

No. A-4133—1926.

BOARD OF SUPERVISORS OF LINN COUNTY, BY  
IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,  
v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, Defendants.

Decided January 28, 1926.

HIGHWAY CROSSING—LOUISA.

Held, upon inspection and hearing, considering travel upon highway, number and speed of trains, contour of ground, etc., separation of grades necessary.

Ordered, railway shall construct and maintain, at its own expense, necessary structure over tracks; highway authorities of Linn County to construct approaches, including necessary piling and filling, the parties to agree upon what time work shall be begun, failing in which either party may ask for further order of Board.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa.

For the Board of Supervisors—J. D. Robinson, Chairman, and full membership of Board.

For the Railway Company—Willis J. O'Brien, of Hughes, Taylor and O'Brien, Attys., Des Moines, Iowa; E. W. Lollis, Genl. Supt., Chicago, Ill.; A. G. Holt, Asst. Chief Engr., Chicago, Ill.; M. J. Flanagan, Supt., Marion, Iowa.

Upon complaint of the Board of Supervisors of Linn County, that they could not agree with the Chicago, Milwaukee & St. Paul Railway Company, H. E. Byram and W. W. Potter, Receivers, in reference to the separation of grades where primary road Number Eleven (11) in Section four (4), Township eighty-three (83) north, range seven (7) west, Linn County, near depot in town of Louisa, across the railroad tracks, the Board after due notice held a hearing in the court house at Cedar Rapids and inspected the premises. The complaint was sponsored by the State Highway Commission through its Bridge Engineer, Mr. J. H. Ames, and the crossing is known as crossing project No. 535 of the State Highway Commission. The testimony disclosed that at this particular crossing there are four (4) tracks now laid, two main line tracks, a passing track and a service track or side track. The right of way is three hundred (300) feet wide. The depot is situated immediately west of the crossing. In order to construct an overhead highway crossing at this point, the following estimate was submitted by Mr. J. H. Ames, Bridge Engineer for the Iowa State Highway Commission:

Earth embankment from the approaches to the overhead crossing	10,085
28816 cubic yards at 35c	10,085
Structural steel for overhead crossing, 85,000 lbs. at 6c	5,100
Wood approaches to the main span, 86 lineal feet at \$35	3,010
Guard fence on the approaches, 2099 lineal feet at 50c	1,045
Right of way and damages	5,000
Right of way fence one-fourth of a mile at \$200 a mile	50
Two piers to support the main span over the tracks	1,000

Construction of road to the depot..... 1,000

Total ..... \$ 26,230

to which has been added \$2,629 as contingency and engineering charge, making an estimated cost of the improvement of \$28,919.

The structure proposed by the State Highway Commission provides for a span over the four (4) tracks or about sixty eight (68) feet in length with pile structure and fill approaches. Estimated cost of all the work is approximately Twenty-five Thousand (\$25,000) Dollars. There was some difference in estimates by the railway company engineer and by the bridge engineer of the State Highway Commission, but in the main the figures were approximately the same. A traveller upon the highway approaching this crossing from the north can only see approaching trains when within a few feet of the track. At a point one hundred fifty (150) feet from the track, travellers going south on the highway can see trains approaching the crossing from the west about one hundred feet from the crossing, and at a point beyond the depot and west thereof about 320 feet from the crossing. The view of approaching trains from the west to a traveller approaching this crossing from the south is also very much obscured, and inasmuch as there are twenty-three (23) trains, some of them very fast trains—this being on the main line of the Chicago, Milwaukee & St. Paul Railway through Iowa and but few of them stop at this station but instead going through at a high rate of speed.—the crossing is in fact a dangerous one for the use of the public. The view to the east is practically unobscured for any distance on either side of this crossing except when there are freight cars standing upon the service or passing track, which might readily obscure the approach of trains, especially in foggy or stormy weather. It is suggested by the railway company that the depot might be moved to the east of the crossing so that a better view could be obtained and that embankments now interfering with the view to the west of the highway could be removed. To some extent these proposed changes would remedy the view, not sufficiently, however, in our opinion to render the crossing safe for the large and increasing travel resulting from making this one of the primary roads of Iowa. It is the experience of the Commission that the State Highway Commission is moving cautiously in demanding the separation of grades and unless evidence is introduced clearly establishing that other adequate remedies may be afforded rather than the separation of grades asked for, it is the policy of this Commission to approve of the action of the Highway Commission. There are some cases, of course, in which the judgment of this Board did not coincide with that of the State Highway Commission. In this particular case, however, we find that there is such a necessity at this point, considering the travel upon the highway, the number and speed of trains upon the railway, the contour of the ground at this point, and other conditions, as will warrant this Board in finding that the railway company herein should be required to co-operate with the highway authorities in the separation of the grades of the highway and the railway at the point in question.

Having so found, it is the order of this Board that the Chicago, Milwaukee & St. Paul Railway Company, H. E. Byram and W. W. Potter, Receivers, construct at its own expense and maintain a structure necessary to safely carry the highway at a proper height over the tracks of the Chicago, Milwaukee & St. Paul Railway Company at this crossing, and that the highway authorities of Linn County be required to construct all of the approaches to said structure, including the necessary piling and filling, and that the Chicago, Milwaukee & St. Paul Railway Company, H. E. Byram and W. W. Potter, Receivers and the highway authorities agree upon the time when such work shall be begun, failing in which either party hereto may ask for further orders of this Commission relative thereto.

No. A-4143—1926.

BOARD OF SUPERVISORS OF RINGGOLD COUNTY AND  
TOWNSHIP TRUSTEES OF ATHENS TOWNSHIP, ET AL., Complainants,

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY, Defendants.  
Decided July 23, 1926

CROSSING—HIGHWAY—OVERHEAD.

Held, upon inspection and hearing, Board not warranted in ordering overhead crossing; railroad company should provide strong guard fence at the top of grade on north; warning sign in front of guard should be installed; also, warning sign on south side of cut; township authorities could make crossing safer by reducing certain grades. Jurisdiction of Board in this particular case discussed.

For the Complainants—Grant Hayes, County Attorney, Mt. Ayr, Iowa; H. R. Boyl, Chairman, Board of Supervisors; S. C. Song, Member, Board of Supervisors; G. B. Smith, Member, Board of Supervisors; Wm. Doser, Township Trustee; S. C. Wyckoff, township Trustee; C. A. Mosbarger, Township Trustee.

For the Railroad Company—W. D. Eaton, Atty., Burlington, Iowa; C. L. Persons, Chief Engineer, Chicago, Ill.

For the Iowa State Highway Commission—W. O. Price, District Engineer, Charlton, Iowa.

This matter was presented to the Board under Sections 8020 et seq. of the Code, reciting that the Board of Supervisors of Ringgold County and the Trustees of Athens Township, Ringgold County, had been unable to agree with the Chicago, Burlington & Quincy Railroad Company upon the manner of crossing where the township road through Section 7, Athens Township, crosses the track of said Railroad Company between Primary Road No. 3 about three-quarters ( $\frac{3}{4}$ ) of a mile north of said Railroad and points south thereof. Mr. H. J. Nelson, District Attorney of the Chicago, Burlington & Quincy Railroad Company, at St. Joseph, Missouri, replied, stating that the request of the Supervisors for the crossing indicated in the petition had been previously before the Operating Department of the Railroad Company and that at that time, as the result of their investigation, they found it impracticable to make an overhead crossing as would be required by the cut at this point; that the number of persons actually using the crossing is so small as to make the expense of constructing such crossing out of all proportion to any possible convenience to the few people who use the highway. Mr. Nelson also questioned whether any highway had been established across the railroad track at the point where the overhead structure was desired.

After due notice, the Board visited the premises on July 14, 1926, and heard such testimony as was offered at the hearing which was held at Mount Ayr. The Commission finds that the township highway described in the application instead of running in a straight line across the railroad where it would be necessary to construct an overhead crossing, detours to the east an approximate distance of three hundred fifty (350) feet in order that the highway may be taken across the railroad at grade. There are very steep grades descending to this crossing on either side and the view is almost totally obstructed to trains approaching the crossing from the west. It is not a desirable crossing as it is located, not only due to the obstruction but to the steep grades and sharp turns on the highway. It was in evidence that the highway as at present located and crossing where it now does, is as originally established, inasmuch as the railroad was constructed and in operation something like forty years before the highway was established and used. The highway grades could be greatly remedied by a slight change in the highway and by taking off the peak of the grade particularly to the south of the railroad track. There is no question but that establishing a highway straight



across the railroad and the building of an overhead structure would be much more desirable than the present situation. A count of the traffic upon this highway at the crossing, made by both the Railroad Company's employees and other citizens interested, indicates a very light traffic, averaging perhaps twelve to fifteen vehicles per day of twenty-four hours. There are but three trains each way per day on this branch line of the Railroad Company, and practically the only persons using this township road are those quite familiar with the situation of the highway, and the time of the trains. Were this a primary or secondary road with large traffic, it would present a very different situation.

There are a large number of projects in the State contemplating a separation of the grades where primary and secondary highways cross railroads, where the traffic is many times denser than it is upon this highway, and where there are a large number of trains upon the railroads. This Board must be very careful in determining, under the law, what points shall come first in the separation of grades, in order that the greatest number may be benefited thereby. The expense of building these crossings is very high and that portion which is determined must be paid by the railroad company becomes an addition to the capital account of such railroad company upon which the courts have held repeatedly they may be allowed a return. This is a non-earning investment, however, and the burden for making a return upon it must fall upon the citizens who pay freight rates or passenger fares. Considering that rates are now believed to be burdensome, regulating bodies must proceed conservatively in requiring large expenditures by railroad companies for non-earning investments. Human life, however, is very precious and must be safe-guarded in every way possible; for that reason this Board is continually approving of separation of grades at highway crossings with railroads where the traffic is dense upon the highway and where train service is frequent upon the railroad.

In the proceeding before us, it is our opinion that the railroad company should provide a strong guard fence at the top of the grade on the north where the highway turns immediately to the east to make the detour. There should also be placed a large warning sign in front of said guard fence warning motorists of the danger at the railroad crossing ahead. A similar warning, in our opinion, should be placed upon the south side of the cut facing the highway before it makes the turn to the east. It is our opinion, too, that the township authorities could make this crossing safer by reducing the grade particularly on the south as the detour approaches the grade crossing.

There is some question as to whether this Board would have authority to act in this case, because no highway has been lawfully established across the right of way of the Railroad Company at the point where the overhead structure is desired. However, a careful reading of Sections 8020, 8021 and 8022 of the Code seems to make it clear that the Board has authority to order changes made in the highway and apportion the expense. This might not necessarily mean that the highway across the right of way of the Railroad Company, if the latter should refuse to consent, would not have to be established by condemnation. It is not for us, however, to determine this question.

In view of all the conditions incident to this case, the Board does not feel warranted in ordering an overhead crossing at this time.

No. A-4146—1926.

BOARD OF SUPERVISORS OF WINNESHIEK COUNTY,  
BY IOWA STATE HIGHWAY COMMISSION, AMES, Complainants,  
V.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY Co., Defendants.  
Decided July 7, 1926.

#### HIGHWAY CROSSING.

*Held*, upon inspection of premises and hearing, necessity for elimination of grade crossing and separation of grades; negotiations pending between C. R. I. & P. Ry. Co. and C. M. & St. P. Ry. Co. looking towards abandonment of Rock Island line Castalia to Ossian, which Commission believes for public good; railways given until June 1, 1927, to make arrangement; if agreement not made within time specified, order will issue.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa; J. A. Paulson, District Engineer, Waterloo, Iowa.

For the Board of Supervisors of Winneshek County—Frank W. Arneson, County Engineer, and four Members of the Board.

For the Commerce Counsel Department—Stephen Robinson, Des Moines, Iowa.

For the C., R. I. & P. Ry. Co.—J. G. Gamble, Attorney, Des Moines, Iowa.

On October 20, 1925, the Board of Supervisors of Winneshek County, by J. H. Ames, Bridge Engineer for the Iowa State Highway Commission, petitioned this Board to investigate and determine the necessity for the elimination of a grade crossing where primary road No. 20 crosses at grade with the Chicago, Rock Island & Pacific Railway Company at a point described as in Section 20, T. 96 N., R. 7 W., Bloomfield Township. Petition stated that the Board of Supervisors of Winneshek County was unable to agree with the Chicago, Rock Island & Pacific Railway Company in respect to the crossing of said railway by said highway. The matter was set down for hearing at the office of the Board in Des Moines, March 17, 1926. Full hearing was held and the case taken under advisement.

The crossing in question is located just west of the town of Castalia. Beginning just east of Castalia the Chicago, Rock Island & Pacific Railway Company tracks parallel the Chicago, Milwaukee & St. Paul Railway Company tracks for a distance of about five miles to the town of Ossian. Primary Road No. 20 crosses at the point just west of Castalia both the Chicago, Milwaukee & St. Paul tracks and the Chicago, Rock Island & Pacific Railway tracks. The Chicago, Milwaukee & St. Paul Railway Company upon petition by the Board of Supervisors of Winneshek County had previously agreed to eliminate the grade crossing as to their tracks by creating an underpass for Primary Road No. 20. Exhibit 5 reproduced below shows the traffic on Primary Road No. 20 which crossed the Chicago, Rock Island & Pacific Railway Company tracks at the place in question as checked by J. P. Bacheider for a period of seventy-two (72) hours commencing February 27, continuing until March 2, 1926:

Autos	Trucks	Teams	Pedestrians	Livestock
250	32	98	79	18

The highway crosses the tracks at a very sharp angle. The view from the highway is not obstructed save to persons approaching the tracks from the east parallel to the railroad for some distance and would prevent a view to the rear and east. There is very little switching over the crossing by the railroad and they do not maintain a flagman or gates or other protection at the crossing.

The Chicago, Rock Island & Pacific Railway Company contends that this is not a dangerous crossing to the traveling public on the highway and that their traffic is very light, having only two trains each way daily which cross this point. They also contend that they are negotiating and

have been for some time with the Chicago, Milwaukee & St. Paul Railway Company for a contract right to use the Chicago, Milwaukee & St. Paul Railway Company tracks between Castalia and Ossian and in the event this arrangement was brought about they would desire and intend to petition for abandonment of their tracks between the two points named and if such elimination and sub-structure was ordered as petitioned, the investment would be a loss.

The cost of separation of grade at the point in question as estimated by the petitioners is \$7,170.00 and includes all items of cost entering into the track raise and the construction of the undergrade crossing.

The Commission finds from the record in this matter that there is a necessity for elimination of the grade crossing and a separation of grades by the construction of an underpass permitting Primary Road No. 20 to go under the Chicago, Rock Island & Pacific Railway Company tracks.

The Commission finds it is true that negotiations by the Chicago, Rock Island & Pacific Railway Company with the Chicago, Milwaukee & St. Paul Railway Company looking to the abandonment of the Chicago, Rock Island & Pacific Railway Company's line Castalia to Ossian is being made. The Commission believes that this would be for the public good and continued negotiations should be encouraged.

While the Commission finds a necessity for grade separation at the point in question, we believe that a reasonable length of time should be given the Chicago, Rock Island & Pacific Railway Company to consummate the agreement with the Chicago, Milwaukee & St. Paul Railway Company which they seek. Such reasonable length of time within which an arrangement should be made with Chicago, Milwaukee & St. Paul Railway Company should be not later than June 1, 1927. If this or similar agreement has not been reached within the time specified, this Commission will make an appropriate order.

#### No. A-4201—1926.

W. A. BLAKELY, ET AL., GRANT CENTER, *Complainants*,

V.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., *Defendants*.

*Decided October 12, 1926.*

#### TRAIN SERVICE.

*Held*, upon hearing, necessity shown for stopping No. 8 at Grant Center to discharge passengers from Sioux City; so ordered.

For the Complainants—J. H. Henderson, Commerce Counsel.

For the Chicago, Milwaukee & St. Paul Railway Company—C. L. Taylor, Attorney, Des Moines, Iowa.

On March 2, 1926, W. A. Blakely, et al., Grant Center, Iowa, filed a complaint with reference to the train service afforded by the Chicago, Milwaukee & St. Paul Railway Company at Grant Center, Iowa. After proper notice, the case was heard at Sioux City, Iowa, September 21, 1926. The complainants ask that train No. 8 east bound stop at Grant Center to discharge passengers from Sioux City and that train No. 7 west bound stop for passengers from Mapleton and points east. These trains do not now stop there except to take on or discharge Chicago passengers. Grant Center is a village of about fifty-one (51) and is thirty-three (33) miles by rail from Sioux City. The complainants later amended their request as to the stopping of train No. 7 and would be satisfied if No. 8 stopped at Grant Center to discharge passengers from Sioux City. The Chicago, Milwaukee & St. Paul Railway Company object to stopping train No. 8 at Grant Center on account of trains 7 and 8 being through trains operated between Chicago & Sioux City and points north and west of Sioux City and the existing schedule for such through trains could not be maintained; it is averred that these trains do not stop at numerous

other towns of the same size as Grant Center, or much larger; and that only two hundred seventy-seven (277) tickets were sold during the year 1925, one hundred thirty (130) of which were for Sioux City.

According to the testimony offered, the people residing in Grant Center can not go to Sioux City and return the same day and have any time for the transaction of business. Complainants do considerable shipping and business at Grant Center station and contend that Sioux City is their chief trade and commercial center. They also show there are no other means of transportation to and from Sioux City, except by private vehicle.

While the commission is very reluctant to make orders requiring fast trains to stop at small stations, such as Grant Center, yet we believe, after careful consideration of the facts of record, that there has been shown a necessity for the stopping of No. 8 at Grant Center to discharge passengers from Sioux City, and it is so ordered.

Commissioner Webster, concurring:

I am, generally speaking, not in favor of stopping through trains at small stations. It has been demonstrated that the railroads must depend largely upon long hauls for their business, and in order to compete for through business time is very essential. It is impossible to make their schedule if required to stop at small stations. I therefore very reluctantly agree with the majority.

#### No. A-4202—1926.

IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants*,

V.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., *Defendants*.

*Decided November 29, 1926.*

#### HIGHWAY CROSSING NEAR SIDNEY.

Stipulation entered into by parties approved by Board; order to be withheld pending completion of work contemplated by stipulation.

In this case before the matter reached a hearing there were filed with this Board, written agreed stipulations as follows:

"It is agreed by and between the State Highway Commission, hereinafter referred to as the State, and the Chicago, Burlington & Quincy Railroad Company, hereinafter referred to as the Railroad, as follows:

1. That the plan of improvement be that as shown on the State's plan for Federal Aid Project No. 225, Sheet No. 27, marked Exhibit "A," which contemplates the construction of a highway across the right of way of the Railroad at a point about 250 feet south of the location of the present depot in the town of Sidney, said highway to be located in cut and constructed by the State to grades as shown on the above mentioned plan.
2. That the Railroad will at its expense remove its facilities which are south of the depot to locations as shown on the attached plan marked Exhibit "B."
3. That the State will at its expense construct the highway in accordance with the plan marked Exhibit "A" and all other incidental improvements exclusive of the removal and reconstruction of the Railroad's facilities south of the proposed open cut.
4. That the Railroad will permit the crossing of its right of way at no cost to the State.
5. That the Railroad company will cancel without cost to the State any leases south of the proposed crossing which are affected by the proposed improvement.
6. That the State will at its expense, if necessary, remove the existing grain elevator and its facilities south of the proposed crossing and the coal sheds on the line of the proposed improvement to locations north of the proposed crossing as shown on the plan marked Exhibit "B."



7. That the State will at its expense construct and maintain suitable fences or barricades across the right of way of the Railroad on the north side of the open cut for the protection of pedestrians and stock:

8. That the State will at its expense construct the "proposed connection" shown on Exhibit "A."

9. That the State will reconstruct such portions of the cement sidewalk as shown on yellow at location shown in red on Exhibit "B" on account of the proposed construction and will, upon completion, render bill for one-half ( $\frac{1}{2}$ ) the cost thereof to the Railroad for payment.

10. That the State will, upon completion of the improvement, pay to the Railroad one-half ( $\frac{1}{2}$ ) of the contract price for the earth work cost on this project, for moving 3,839 cubic yards of earth work, the same being the estimated amount of earth work required to lower the highway grade an amount sufficient to provide suitable under-clearance for the tracks in their present position.

11. That the State will at its expense move such existing buildings as interfere with the proposed highway construction to suitable locations as shown on Exhibit "B" or to compensate the owners so that no damage claims may lie against the Railroad company.

12. That the Railroad will at its expense have their facilities moved, and any existing leases on lots which they may own or control as affecting the proposed improvement cancelled so that the State may take possession not later than March 15, 1927.

13. That the State will close the existing grade crossing on the existing highway north of the present depot in the town of Sidney.

IOWA STATE HIGHWAY COMMISSION,

by J. H. Ames, 10-28-26.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

by (Signed) C. L. Persons, 11-1-26.

The Board approves of the stipulation entered into and will withhold any order herein pending the completion of the work contemplated by such stipulation.

No. A-4205-1926.

CITY OF CHARITON, Complainant,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, Defendant.

Decided June 10, 1926.

VIADUCT AT CHARITON—COURT AVENUE.

Held, upon inspection and hearing, necessity for viaduct shown; certain modifications suggested; closing of certain streets; railroad admits necessity; Board approves necessity for such viaduct as indicated in the application of the city.

For the City of Chariton—J. W. Kridlebaugh, Attorney, Chariton, Iowa. For the C., B. & Q. R. R. Co.—W. D. Eaton, Attorney, Burlington, Iowa; C. L. Persons, Assistant Chief Engineer, Chicago, Ill.; W. A. Card, General Superintendent, Burlington, Iowa.

For the Iowa State Highway Commission—W. O. Price, District Engineer, Chariton, Iowa.

On March 23, 1926, the Commission received application from the City of Chariton, Iowa, by Mr. J. W. Kridlebaugh, City Attorney, for the approval of the Commission as to the necessity for a viaduct or subway under the tracks of the Chicago, Burlington & Quincy Railroad where said tracks cross Court Avenue in said city. Accompanying the application were the plans and specifications for the proposed viaduct together with a copy of the ordinance known as Ordinance No. 141. The applica-

tion recites that the ordinance was passed on the 16th day of March, 1926, after giving twenty days' notice to said Railroad Company and that the representatives of the said railroad company were present when said ordinance was passed. Copy of the application together with copy of the plans for the proposed structure were sent to the railroad company and a later date was set for hearing at Chariton, April 28, at which time the case was fully heard.

Court Avenue in the city of Chariton is the connecting link for primary highway No. 8 running through the state of Iowa east and west. At the beginning of the hearing the attorney for the respondent railroad company admitted the necessity for the subway or viaduct as proposed but filed objections as follows:

"1. The plans proposed call for a structure very high in cost and very much more expensive than it is necessary to build in order to secure a subway of the size called for in the Ordinance.

"2. The Ordinance makes no provision for the vacation or abandonment of Court Avenue where it now crosses this Company's track, nor for the vacation of any grade crossings whatsoever, whether adjacent to Court Avenue or otherwise.

"3. That it is the settled policy of the Railroad Commission, as indicated by their decisions for many years, to require the vacation and abandonment, not only of the street where the viaduct is located, but on either side thereof, that the traffic may be diverted to and thrown thru the viaduct when completed rather than to use the railroad crossings at grade."

Witnesses for the city object to the proposed closing of Linden Avenue, the street immediately to the south of Court Avenue, where the same crosses the Chicago, Burlington & Quincy Railroad Company tracks, claiming that people living in the southwest section of Chariton would be deprived thereby of conveniently reaching the business section of Chariton; also, that all of the travel from the southwestern part of the county into Chariton now uses and can more conveniently use Linden Avenue in reaching the business section of the city.

A witness representing the State Highway Commission, however, stated that while that had been true, it was no longer true, as roads had been graded for use which brought the traffic from the southwest part of the county into Chariton over the north and south road, which is a primary road known as No. 14. The attorney for the railroad company insisted on the closing of Linden Avenue in order that traffic would be compelled to use the subway when constructed and thus preventing the possibility of accident by the use of the grade crossing.

From examination of the premises, it seemed to the Board that if it was a possible thing to do, there should be separation of grades at Linden Avenue with the closing of Court Avenue to travel across the railroad. This, however, the Commission was informed was practically impossible, that the conditions were not favorable at Linden Avenue for separation of grades. The city agreed that Armory Avenue crossing, Seventh Street crossing, and that an alley crossing would be closed to public travel across the tracks but insist that Linden Avenue should not be closed to public travel across the tracks. The Commission found that while Linden Avenue crossing is maintained in good condition for public use, the view of approaching trains is very much obstructed and it is, in fact, a dangerous crossing, although it is more largely used than is the Court Avenue crossing immediately to the north. This greater use is undoubtedly due in part to the condition of the Court Avenue crossing which is not well maintained presumably because of the pending proceeding. The conditions for the building of a subway at Court Avenue are good and it is possible to thus have a very good safe crossing at this point. A closing of the Linden Street crossing would inconvenience the people living on Eleventh Street south of said crossing; as to other residents of the southwest part of the city, they would not be inconvenienced in reaching the business houses located upon the public square but would

be somewhat inconvenienced if they desired to reach business houses located in the block south of the public square, because it would necessitate them going one block north and a block south, two blocks farther than they now have to go.

With reference to the approval of the plans: The Commission was informed that the plans which were made a part of the ordinance were plans that had been drawn by the State Highway Commission in 1923, and had not been gone into carefully, and that the city did not intend to insist upon these particular plans being adopted. The city very strenuously objected, however, to a structure erected upon crescented piles, as being temporary in character, unsightly, not in accord with good nor standard construction of subways, and asked that whatever style of structure is determined upon, it should be of a permanent character such as concrete and steel. The Commission is inclined to agree with the city in this position and while the cost will be somewhat in addition to a pile structure, we do not believe that in the final accounting, the cost will be any more or perhaps even as much as a pile structure that must be replaced later by permanent construction.

With reference to the closing of Armory Street, Seventh Street and the alley, there is no controversy. It is only with reference to Linden Avenue that the city and the railway company have failed to agree. Neither the ordinance of the city nor the plans of the viaduct as made provide for the vacation of any streets and it is only in the testimony and objections offered that this particular phase of the question comes before the Board. In the case of the city of Sioux City viaduct on Wall Street, this Commission said (Report for 1905, page 236):

"It will be observed in this case, as in many other cases of this kind, which have been and are constantly being presented to the Board of Railroad Commissioners, that the plans and specifications and the ordinance accompanying the order for the construction of the proposed viaduct, in no wise and in no manner attempts to prohibit or obstruct or eliminate the surface travel upon and along the streets adjacent and parallel to that upon which the proposed viaduct is to be constructed, or even the surface of the street under the viaduct. We cannot concur in this view of the city council, and we are unanimous upon this branch of the case. We believe that if the railroad companies are required to expend this large sum of money in the construction of a viaduct, that at least the street under the viaduct as well as the adjacent street running parallel on each side of the proposed viaduct, should be closed against surface travel thereon across the railway tracks, and that the city council should by proper and reasonable means provide some method by which the surface travel upon Iowa Street and Howard Street, as well as Wall Street should be prohibited and obstructed, where they are crossed by the network of tracks, and that the large travel upon these streets be diverted to and over the viaduct, and this public travel should include all manner of vehicles, teams, and pedestrians. We believe this is in the interest of the public as well as that of the railway companies. That it should not be left to the option of a passenger or those who may be in charge of a loaded team or other vehicle to say whether or not they will use the surface street or the street with the viaduct. They should be obliged to use the viaduct."

The city declined for some time to meet the requirements of the Board but finally did so in 1908 and the viaduct was constructed and is now in use. In the Des Moines Seventh Street viaduct case (Report for 1906, page 264), with reference to closing of streets, the Board said:

"The question of closing up the street under the viaduct certainly should be disposed of before this commission is asked to pass upon the right to construct this viaduct. We have suggested that Sixth and Eighth Streets should be closed. This the city council has taken no action upon. We mean by the closing of these streets the closing against team traffic, pedestrians, and other means of travel."

At a later time, the city remedied this and other defects in the plan.

Sixth Avenue was closed to public travel across the railroad tracks and the viaduct was built on Seventh Street and is now in use.

The question of necessity having been disposed of in this case, the city and the railroad company having agreed upon the elimination of certain streets and alley the only question remaining for our consideration is the approval of the plans as submitted. We believe that the plans should be modified, perhaps somewhat after one of the plans submitted by the railroad company which provides for concrete piers instead of piling. The cost under the plan referred to was estimated to be approximately \$41,000, no details being presented to the Commission.

It is our opinion that when such modified plans are submitted, which provide also for the closing of Linden Avenue against public travel over the tracks of the respondent railroad company, the Board would approve of such plans. If Linden Avenue is not closed, thus compelling the public to use the safe means of crossing the railroad, we do not believe the Board would be justified in requiring this non-earning addition to capital account.

The courts have uniformly held that railroad companies are entitled to a fair return upon the value of the property used in transportation. When railroad companies are required by official order of the regulating body or upon their own motion, to build a structure such as a viaduct over or under their tracks, which, of course, is a non-income investment, the property is charged with the expense of such a structure as a part of the capital account. Such a structure is a part of the railroad and is considered in fixing the value upon which it is entitled to a return. Such structures as these add nothing to the income of a railroad company and this means that the interest upon this investment must be earned from the rates, passenger and freight, which are charged to the public. Public regulating bodies, if they realize their full duty to the public, must bear all these facts in mind when called upon to make orders which involve large expenditures for non-income producing investments. There must be a justifiable reason for placing the burden on the general public of a possible increase in rates to provide the return upon such an investment. There is, of course, ample justification for orders that involve the protection of human life if the expenditure required is not entirely without the bound of reason but, even in such cases, there should be cooperation on the part of the public which is to be so greatly benefited. When a viaduct or subway is provided at large expense across railroad tracks, the public should be required to use such safety methods. It will be some hardship for a number of families if Linden Avenue is closed across the railroad tracks but the hardship is not a very grievous one, and when the lives of thousands of people are to be safeguarded, the inconvenience to be endured by a few must seem small indeed.

The Chicago, Burlington & Quincy Railroad Company having admitted the necessity for such a viaduct, there is no controversy for that feature of the case but in order that the record may be clear, the Board hereby approves the necessity for such a viaduct as indicated in the application of the City of Chariton.

No. A-4208--1926.

BOARD OF SUPERVISORS OF WAYNE COUNTY,  
BY IOWA STATE HIGHWAY COMMISSION, AMES, IOWA, *Complainants*,  
v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendants*.

*Decided November 29, 1926.*

HIGHWAY CROSSING, WAYNE COUNTY--NORTH OF CORTON.

*Ordered*, upon written agreed stipulation between the parties; construction of highway across right of way and under tracks; manner of construction set out; expense apportioned.



In this case before the matter reached a hearing, there were filed with this Board, written agreed stipulations as follows:

"It is hereby stipulated and agreed by and between the parties hereto that the above and foregoing cause shall be and the same is hereby settled and compromised upon the terms and conditions as follows:-

"1. The plan of improvement to be that as shown on the State's plan for Crossing Project No. 549, dated May 1915, copy of which is attached hereto and marked Exhibit 'A'. The plan contemplates the construction of a highway across the right of way and under the track of the Chicago, Burlington & Quincy Railroad at the location shown in Section 18, Township 69 North, Range 21 West, 5th P. M., Wayne County, Iowa.

"2. The defendant Railroad will, prior to November 1, 1926, and at its expense, construct and thereafter maintain an undergrade crossing structure to provide the horizontal and vertical clearances and in the location as shown on Exhibit 'A'.

"3. The County and State will at its expense purchase all necessary right of way, do all necessary grading, except that required to be done by the Railroad Company in the placing of caps and stringers for the temporary structure, install and maintain the necessary drainage structures and thereafter maintain said highway at its expense.

"4. The defendant Railroad will, without cost to the County or State, grant permission for the highway to cross its right of way in the location and manner as shown on Exhibit 'A'.

"5. The State will, upon completion of the undergrade crossing structure by the Railroad, pay to said Railroad Company the sum of Two Thousand Dollars (\$2,000.00).

"It is further agreed that the Board of Railroad Commissioners may make and enter an order in this cause in keeping with this stipulation."

IOWA STATE HIGHWAY COMMISSION,

by (Signed) J. H. Ames,

Complainant.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

by (Signed) C. L. Persons, 11-2-26,

Defendant."

The Board approves of the stipulation entered into and will withhold any order herein pending the completion of the work contemplated by such stipulation.

No. A-4209—1926.

BOARD OF SUPERVISORS OF CASS COUNTY,

BY IOWA STATE HIGHWAY COMMISSION, AMES, IOWA, Complainants,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, Defendants.

Decided September 22, 1926.

HIGHWAY CROSSING.

Held, upon inspection and hearing, necessity shown for overhead bridge at point designated;

Ordered, highway No. 32, as proposed, permitted to cross respondent railway's track; railway shall, on or before Nov. 1, 1926, construct safe and adequate structure; railway shall bear all expense of structure; petitioners shall do grading, filling, and other work necessary and incidental to the proper construction of said structure and approaches thereto.

Supplemental Order, November 29, 1926.

Stipulation as to apportionment of cost entered into;

Ordered: said stipulation be incorporated in and made a part of original order.

For the Complainant—Chris Hanson, D. J. Bode, and Harve Armentrout, Members of Board of Supervisors; J. H. Henderson, Commerce Counsel; J. H. Ames, Bridge Engineer, Iowa State Highway Commission, Ames, Iowa; L. M. Martin, District Engineer, Iowa State Highway Commission, Atlantic, Iowa.

For the Defendants—R. L. Read, Attorney, Des Moines, Iowa.

On May 11, 1926, a petition by the Board of Supervisors of Cass County and the Iowa State Highway Commission was filed with this Commission stating that a highway had been regularly and lawfully established in Cass County more particularly described as Primary Road No. 2 between Wiota and Atlantic, which highway crosses the right of way and line of the Chicago, Rock Island & Pacific Railway Company at a point described as near the S. W.  $\frac{1}{4}$  Corner of Section 2, Township 76 North, Range 36 West, 5th P. M., Cass County, Iowa, about  $\frac{1}{2}$  mile east of the east corporate limits of the city of Atlantic. The petition further stated that notwithstanding said highway has been regularly and lawfully established in the County of Cass, State of Iowa, the Iowa State Highway Commission is unable to agree with the Chicago, Rock Island & Pacific Railway Company in respect to the crossing of said railway by said highway and therefore the Iowa State Highway Commission petitioned the Board of Railroad Commissioners of the State of Iowa, after due hearing, to find the necessity for such crossing. The matter was heard at Atlantic June 29, 1926, pursuant to notice, after inspection of the premises.

At the point of the proposed intersection, the railway track is in a cut of about ten (10) feet. Existing Highway No. 2 will become a county road and proposed Highway No. 32, located about one-half ( $\frac{1}{2}$ ) mile north of Highway No. 2, will cross the railroad right of way and track. The proposed road will eliminate many angles and will be practically a straight line between Wiota and Atlantic and will be a substantial improvement.

The Commission finds a necessity for overhead bridge at the point of intersection as indicated on Ames' Exhibit No. 2, such overhead structure to be on such angle and approach grades as noted on Ames' Exhibit No. 2.

It is ordered that the Highway No. 32 as proposed be permitted to cross the Chicago, Rock Island & Pacific Railway Company right of way and track at the point proposed.

It is further ordered that the Chicago, Rock Island & Pacific Railway Company shall on or before November 1, 1926, construct such a safe and adequate structure as shall meet the requirements of and comply with Ames' Exhibit No. 2, which was introduced and made a part of the proceeding. Plans for the structure shall be prepared by the C. R. I. & P. Ry. Co. and approved by the State Highway Commission before construction work thereon is commenced.

It is further ordered that as an equitable and reasonable apportionment of the costs that the Chicago, Rock Island & Pacific Railway Company shall bear all of the expense of the structure.

It is further ordered that the petitioners herein shall do all of the grading, filling, and other work necessary and incidental to the proper construction of said structure and approaches thereto.

In the above entitled cause parties thereto entered into stipulation as follows, to wit:

"It is hereby stipulated and agreed by and between the parties hereto that the defendant will accept the apportionment of cost as set forth in the decision and order of the Board of Railroad Commissioners dated September 22, 1926, and will proceed with the construction of the bridge in said order referred to.

"That the defendant shall forthwith submit to the engineer of the State Highway Commission its plans and specifications for such structure, and upon receipt of his approval thereof will proceed with and prosecute diligently to completion the construction of said bridge."

Upon consideration of the same it is ordered by the Commission that

the order heretofore entered on September 22, 1926, be and the same is supplemented and amended by the acceptance of the apportionment of the cost as set forth in said stipulation, and the defendant shall submit plans as therein stated. It is therefore ordered that the said stipulation be incorporated and be made a part of the order heretofore entered in this cause and that said order is not modified or changed in any particular whatever, but is in full force, except as may be modified or explained by this stipulation.

No. A-4211—1926.

*COLLINS BROTHERS, VIOLA, Complainants,*

*v.*

*CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., Defendants.*

*Decided October 5, 1926.*

**STATION FACILITIES AND SERVICE—AGENT.**

*Held*, upon hearing, Commission not justified in making order requiring Viola to be an agency station.

*Dismissed.*

*For the Complainants—C. H. Collins, Viola, Iowa.*

*For the Chicago, Milwaukee & St. Paul Railway Company—C. L. Taylor, Attorney, Des Moines, Iowa.*

On May 17, 1926, Collins Brothers, of Viola, Iowa, filed a complaint against the Chicago, Milwaukee & St. Paul Railway Company concerning the maintenance of an agent at Viola station. No satisfactory results having been obtained by correspondence, the matter was set down for hearing at Cedar Rapids, Iowa, September 24, 1926.

Testimony developed that no agent at Viola has been maintained since 1920; that little or no complaint of lack of an agent has been received by the officials of the Milwaukee; that there is a custodian at Viola station who meets all trains, and takes care of all freight, baggage and express forwarded from and received at Viola. Collins Brothers, the complainants, are dealers in ginseng and other medicinal roots produced in the vicinity of Viola, and are not satisfied with the facilities afforded at the station. From the twelve (12) months from September, 1925, to August, 1926, inclusive, the charges on the forwarded freight were \$1,843.57 and the charges on the received freight were \$3,118.61, including the charges on forty-five (45) carloads forwarded and twenty-nine (29) carloads received. It was testified that the custodian received a salary for his services of about \$50.00 a month, whereas it would cost a minimum of \$125 a month to employ an agent at Viola, and that the station expense would also be increased by making it an agency station. The custodian is not authorized to sign bills of lading for shipments, but this is done at the next station, and receipts returned to custodian for delivery to the shippers the following day. On all freight destined to Viola freight charges must be prepaid. Springville, an agency station, is three and nine-tenths (3.9) miles west of and Stone City, also an agency station, is two and six-tenths (2.6) miles east of Viola. The population of the town of Viola is about two hundred thirty (230).

Upon a careful consideration of the evidence, the Commission does not believe it would be justified in making an order requiring Viola to be an agency station, and the complaint is, therefore, dismissed.

No. A-4212—1926.

*M. C. HOWARD, GRAND JUNCTION, Complainant,*

*v.*

*MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, Defendants.*

*Decided August 5, 1926.*

**PRIVATE CROSSING.**

*Held*, upon inspection and hearing; applicant entitled to adequate crossing; railroad company should provide such crossing at grade; if, in judgment of engineers for respondent railroad, six foot culvert could be made safe for passage of trains over it, complainant should be provided with undergrade pass and should pay the railroad company the difference between the cost of providing adequate grade crossing and actual cost of providing under grade stock pass; if parties cannot agree as to adjustment, Commission will make further order; if grade crossing determined upon, complainant shall indicate where he desires it, the respondent railroad to have thirty days in which to provide such crossing.

*For the Complainant—O. G. Clause, Attorney, Grand Junction, Iowa; M. C. Howard, Grand Junction, Iowa.*

*For the Defendants—Carr, Cox, Evans & Riley, Attorneys, by Ehlers English, Des Moines, Iowa.*

The applicant in this case is the owner of the farm described in his petition about two miles south of Grand Junction, which is divided by the right of way and tracks of the Minneapolis & St. Louis Railroad. Accompanying the petition asking this Commission to take action was copy of a notice which had been served upon the Receiver of the Minneapolis & St. Louis Railroad Company on April 10, 1926, requesting such receiver to provide an undergrade crossing for live stock so that said live stock would have free access from one pasture to the other at all times. The petitioner recited that the railway company by its receiver had refused and neglected to comply with the request.

The Commission, after due notice, visited the premises and heard the evidence on July 30, 1926, at Grand Junction, Iowa. From an examination of the premises and the testimony introduced, the Commission found the facts to be that the applicant herein had purchased the eighty (80) acres which is involved in his particular complaint about twelve (12) years ago but sold the parcel containing about thirty (30) acres upon which the farm buildings and the well are located, which is west of the railway right of way and track. Later he repurchased the said thirty (30) acres and is now renting the eighty (80) acres to his son, who in addition is farming another fifty (50) acres adjoining the fifty (50) acres on the east and also the right of way of the railway company to the north. The buildings are located at an intersection of the highways. One of these highways to the east and west, running alongside the eighty (80) acres, crosses the railway tracks and is used at the present time for the purpose of taking stock from one portion of the farm to the other as there is no farm crossing whatever at the present time connecting the two parcels of land. The railway tracks are located upon a grade the entire distance through this eighty (80) acres, and the height of this grade above the surrounding land varies from about five (5) feet to six and one-half (6½) feet. The farm lands in this vicinity in times past were very wet, and a great deal of drain tile has been used to remedy that condition. The farms are now very productive. The land, however, is apparently still subject to more or less soggy in wet weather inside the right of way of the railroad company, so that it is necessary to have this high grade on the railroad to carry the track above the soft earth.

The applicant herein agreed to do all the work possible with his men and teams without cost to the railway company if they would provide him an under-crossing, and also see that said under-crossing was made hard surfaced to avoid becoming a quagmire.



Representatives of the railway company, however, stated that anything other than a six (6) foot cement culvert which would cost between eight hundred (\$800) and one thousand (1,000) dollars to put in, would be entirely too expensive to be considered. It was testified that there should be at least three (3) feet of earth above such a cement culvert in order to insure protection to the passage of trains. This would require an excavation of nearly three (3) feet, which would take the bottom of the culvert much below the natural surface of the ground and only a few inches higher than the drain tile in that vicinity. It was a question whether there would be any drainage provided that would be sufficient to carry the accumulation of water in this culvert away and while such accumulation might not affect the use of the crossing materially for stock, it was testified that it would have a tendency to cause a soggy place in the road bed and endanger the safety of trains. The complainant in this case offered to put in and maintain the proper drainage for this crossing but of course he could not absolve the company from damages due to a softened road bed.

The applicant herein is entitled to an adequate crossing as provided by Section 8011 of the Code, and there is no crossing provided at this time whatever. Our supreme court has repeatedly held that the grade crossing is the rule in this state, and wherever a grade crossing can be constructed with reasonable safety that is all that may be required. While the grade of the railroad above the surrounding land is somewhat high, yet by proper filling a grade crossing may be made that will be reasonably safe except for the inconvenience of opening gates. Section 8011 provides that a railway company must provide a farm owner who owns land on both sides of a railroad:

"A safe and adequate farm crossing or roadway across such railroad and right of way at such reasonable place as the owner of the land may designate, and shall construct and maintain a cattle guard on each side of such roadway where it crosses the track, connected by wing or cross fences to the fences on each side of the right of way."

Section 8012, under which this application was filed with the Board provides that where the owner of the land desires more than one crossing or desires an overhead or undergrade crossing, the Commission may hear and determine such matter and make such order as shall be reasonable and just, and also leaving the matter of costs to the discretion of the Board.

It is our opinion in the case before us that the railway company should provide an adequate safe crossing at grade with proper approaches of sufficient width and grade to safely drive stock across such track and that such crossing be provided with cattle guards and wing fences. There is no evidence before us indicating what the cost would be of providing such a crossing but there would be considerable expense because of the grade, fencing, cattle guard construction and gates. If, however, in the judgment of the engineers for the railroad company the use of a six (6) foot culvert could be made safe for the passage of trains over it, it is our opinion that the complainant herein should be provided with an undergrade pass and that he should pay to the railway company the difference between the cost of providing the adequate grade crossing as indicated herein and the actual cost of providing the undergrade stock pass as desired by the complainant. If the complainant and the respondent railway company, through its receiver, may not agree upon the adjustment as indicated herein, this Commission will take further cognizance of the case and make such further orders herein as may be found just and reasonable. If the grade crossing is determined upon to be provided, the complainant herein should indicate where he desires to have it placed and after such indication the railway company, through its receiver, will have thirty (30) days in which to provide such crossing.

No. A-4232—1926.

TOWN OF LAMONI AND LAMONI COMMUNITY CLUB, Complainants,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO., Defendants.

Decided October 12, 1926.

#### TRAIN SERVICE.

*Found*, upon hearing; reasonably necessary that the people of community obtain service which train No. 112 provides; not such hardship for people of Lamoni to reach Togo station as to demand resumption of train service as requested; provided railroad company shall, on or before Nov. 15, 1926, provide roadway upon their property to Togo station building, and maintain same in safe and adequate condition. *So ordered.*

*Suggested*, patrons at Lamoni be informed, upon request of their own station agent, as to whether train No. 112 is or is not on time at Togo Station.

For Applicant—Stephen Robinson, Law Clerk, Commerce Counsel Department, Des Moines, Iowa.

For Chicago, Burlington & Quincy Railroad Company—J. C. Pryor, Assistant Attorney, Iowa District, Burlington, Iowa.

The Lamoni Community Club and the Town of Lamoni joined in a complaint to this Commission requesting that the Chicago, Burlington & Quincy Railroad Company be required to run its passenger train known as No. 112, between St. Joseph, Missouri, and Chariton, Iowa, in and out of Lamoni station, which service had been discontinued since the first of August, 1926, having been previously given the town of Lamoni during the months of April, May, June and July, 1926. The complaint was submitted to the railroad company and the railroad company made answer by its Assistant Attorney for Iowa District, Mr. J. C. Pryor of Burlington, Iowa, stating that a compliance with the demands of the petitioners would be wholly unwarranted and unjustified and that said company respectfully declined to restore the train service desired.

After due notice the Commission heard the matter at Osceola, Iowa, on September 17, 1926. It developed at the hearing that Lamoni is an incorporated town located in Decatur County, with a population of about 1,800; is the seat of Graceland College, a thriving school which is supported by the Reorganized Church of Jesus Christ of Latter Day Saints and which school has an enrollment and attendance of about 250 per year, which is in addition to the regular population; that the only railroad entering the town of Lamoni is the Chicago, Burlington & Quincy Railroad, a branch line from Leon to Cainsville, Missouri; that train No. 112 which it is desired shall serve also Lamoni, Iowa, is a train which normally runs between St. Joseph, Missouri, and Chariton, Iowa, which branch line does not pass through the town of Lamoni but about two and a half miles distant therefrom; that Togo station upon the latter branch line is the nearest point by wagon road to Lamoni and is located at the crossing of the Leon-Cainsville line and the St. Joseph and Chariton line. In order to permit train No. 112 to give service to Lamoni, it is necessary to back the train into Lamoni a distance of 2.6 miles, making a total distance extra run of 5.2 miles for this train to serve the town of Lamoni; Lamoni now has two passenger trains each way per day as well as a mixed train carrying passengers which it was testified was practically unusable because of the hours which it runs; that while the distance by rail is about 2.6 miles between Togo and Lamoni, it is a somewhat greater distance by highway and is over a good graded road until it reaches a point near the station building at Togo, when in order to reach said Togo station building, it is necessary to go over the private grounds of the Chicago, Burlington & Quincy Railroad Company; to reach such station building, it is necessary to cross three tracks located on an elevated grade and the condition of the private way is such that it is sometimes impossible to

reach said station building with a vehicle, especially during rainy weather; Togo is not a town or a village, it is merely a station building with no conveniences of any sort; that on account of the discontinuance of train No. 112 into Lamoni and on account of the bad condition of the road over the private grounds of the railroad company, mail and express are frequently not delivered to Lamoni until 4:53 p. m. on train No. 110 which is too late for delivery and has to lay over until the next morning; there are two small automobiles used as busses which make this train from Lamoni but there have been cases when because of the condition of the road on the property of the Chicago, Burlington & Quincy Railroad Company, passengers are required to walk a distance of nearly half a mile to the main road; there is no ticket office, baggage master or clerk at Togo to inform passengers regarding arrival and departing time of trains; that during the months of April, May and June, when the train service requested herein was provided for Lamoni, there was a total of 558 passengers using the train in and out of Lamoni; upon the assumption that these passengers paid at the rate of 3.6c per mile, this would mean total receipts from passengers for this extra run, \$55.80 for 78 days; that this train No. 112 during that period performed 405 miles of service at an estimated operating cost of 41.3c per mile, which cost included only wages, fuel, oil, etc., which makes a total cost of \$167.26. One of the claims made by the carrier in the hearing was that in making this extra run into Lamoni, the train had been delayed at the St. Joseph terminal which had been remedied by discontinuing this service. From the records furnished the Board, however, we find that in March and August, 1926, this train was late in the St. Joseph terminal an average of eight and a half days per month. During the four months when this train service was provided for Lamoni, the average times late per month was nine and three-fourths days. However, April, 1926, the first month of the service into Lamoni, the train was late into St. Joseph thirteen times out of thirty. If we should eliminate the month of April from our calculations, we would find that during the months of May, June and July, the average times late was only eight. We find, however, that the total patronage offered this train is hardly sufficient to warrant the extra service performed; that it is a dangerous practice to back a train through the country and into the town for a distance of 2.6 miles and we have reached the conclusion that under all the facts and circumstances and with special regard to the train service now afforded, this Board would not be justified in attempting to require train No. 112 to make Lamoni station, provided, however, the said Chicago, Burlington & Quincy Railroad Company complies with our order herein.

We find that it is reasonably necessary to the satisfactory handling of business at Lamoni that the people of this community obtain the service which train No. 112 provides. We do not find, however, that it is such a hardship for the people of Lamoni to reach Togo station as to demand a resumption of the train service as requested provided, however, the respondent railroad company shall on or before November 15, 1926, provide a roadway upon their own property to the Togo station building and maintain the same in a safe and adequate condition for public use, and it is so ordered.

It is further suggested that patrons of the company at Lamoni should be informed upon request of their own station agent, as to whether train No. 112 is or is not on time at Togo station.

#### No. A-4240—1926.

CITIZENS OF CLERMONT, DECORAH AND WEST UNION, *Complainants*,  
v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, *Defendants*,  
*Decided October 1, 1926.*

#### TRAIN SERVICE—DECORAH BRANCH.

*Ordered*, upon hearing: present service shall be continued between Cedar Rapids and Decorah.

Commissioner Richardson, dissenting.

For Citizens of the Towns on the Rock Island Lines from West Union to Decorah—W. H. Antes, Attorney, West Union, Iowa.

For the C. R. I. & P. Ry. Co.—A. B. Howland, Attorney, Des Moines, Iowa; D. Coughlin, G. M., Des Moines, Iowa.

Petition was received by the Commission from the citizens of Clermont and Elgin, protesting the proposed change in train service on the Chicago, Rock Island & Pacific Railway between Cedar Rapids and Decorah.

Hearing was held at West Union on September 23d after due notice. In their opening statement, the attorney for the railway company said it was their desire to reverse the passenger service between Cedar Rapids and Decorah, the train leaving Cedar Rapids in the morning instead of the evening, giving regular passenger service as far as West Union; between West Union and Decorah, a coach to be attached to the way freight train to furnish passenger service to the intervening stations. He stated further that the distance from West Union to Cedar Rapids is practically seventy-five (75) miles and they would be enabled to furnish this service with one passenger crew instead of two, as at present. They also submitted figures for the month of August, 1926, which indicated a loss in train operation of about one thousand one hundred and ninety-six and fifty one hundredths dollars (\$1,196.51) between West Union and Decorah; but that trains 446 and 447 now furnishing passenger service between Cedar Rapids and Decorah showed a loss of only twenty-one dollars (\$21.00) for the month. Other data was submitted including a statement of passenger earnings for 1924 and 1925, which showed a heavy decrease in passenger revenue.

A large number of persons were present from Clermont and Elgin as well as representatives of the Cedar Rapids Republican, Cedar Rapids Gazette and the Oelwein Register, newspapers objecting to the proposed changes. The representatives of the newspapers stated that it would be great inconvenience to their subscribers as well as a big loss to the publishers of the papers mentioned who have a substantial list of subscribers on this branch of the Rock Island, if the service between West Union and Cedar Rapids was not left practically as it is at present. All of the witnesses objected to any change in time of leaving and arriving in Cedar Rapids. The Clermont and Elgin representatives objected strenuously to passenger service by way-freight only, which they claim is at least unreliable. They introduced a number of shippers who testified to the heavy shipments of products from these two stations, their attorney claiming that although the passenger traffic might not be remunerative they were entitled to adequate passenger service on account of their heavy freight shipments, there being something over five hundred (500) cars shipped from Elgin alone. The representatives of the railway stated their perfect willingness to retain the present passenger schedule providing they were allowed to discontinue the passenger train north of West Union and furnish the mixed train service in its place. The distance between West Union and Clermont by rail is approximately fourteen (14) miles, the distance to Elgin is ten (10) miles. At the present time the way-freight which is due to arrive at West Union from the north at 11:55 a. m. serves Clermont, Elgin and West Union with Chicago and



eastern mail, and is due to leave Postville at 9:40 a. m. picking up the mail from the Milwaukee No. 3 going west due to arrive at Postville at 9:32 a. m. The Milwaukee is frequently late which in turn delays the Rock Island. If the way-freight going north was held at West Union for No. 447 which is due to arrive at West Union at 7:47 p. m. the freight could not arrive at Decorah until near midnight and could not arrive at West Union in the morning to make connections with No. 446 which is due to leave West Union at 9:45 a. m. and to arrive in Cedar Rapids at 1:00 p. m. If 446 was held for the freight from the north it would not arrive in Cedar Rapids until after 3:00 p. m., not giving sufficient time to transact business at Cedar Rapids. The Board is unable to understand how the present schedule of 446 and 447 between Cedar Rapids and West Union and the way-freight used for passenger service can be maintained satisfactorily. The Board does not believe that a test period of four weeks in the month of August is so fairly an average period that it would be proper to estimate yearly earnings upon it, and that three months in the summertime and three of the winter months would more fairly represent the average conditions.

Furthermore, transportation conditions are rapidly changing and while there is no motor bus or motor truck competition, so far as the service on this branch line is concerned, yet it is unquestionably true that the private automobile has seriously affected the passenger earnings of this line as it has others. The evidence seems to indicate that this branch line, as a whole, is paying a substantial return for its operation, and it is a part also of a great railroad system whose earnings have been steadily increasing. It is a well known fact that courts generally have sustained the view that the patrons of one portion of a railroad may not be deprived of an adequate service because that particular portion of the railroad may be shown to be operated even at a loss, provided the railroad as a whole is paying some return upon its operation. It may not be in the interest of economy to run a heavy train upon this branch line but other railroads, and even the respondent carrier, are operating upon some small runs a motor car with a trailer, which is quite sufficient to take care of the public, and may be operated at a much less expense than the heavier train. We have observed that it is quite the practice on branch lines to use motive power and equipment that have served their purpose upon the main line. It may be that the operation of branch lines is, therefore, not as economical as it might be if more modern and newer equipment were used. We do not believe that the service proposed between Decorah and West Union will be adequate for the public needs, and it is our opinion that the service that has long been maintained should be continued between Cedar Rapids and Decorah.

Commissioner Richardson, dissenting:

I can not agree with the majority opinion in this case for the reason that the record discloses a substantial loss per passenger train mile for the operations West Union to Decorah; that the passenger trains are not being sufficiently patronized north of West Union to warrant the operation of other than mixed train service West Union to Decorah.

I agree, however, with the majority opinion with respect to the retention of passenger train service as now rendered between Cedar Rapids and West Union without change in the direction of the trains, namely, West Union to Cedar Rapids in the morning and Cedar Rapids to West Union in the evening, as the record discloses that the present direction of the trains are to the greatest public benefit. It is my opinion that the respondent should be permitted to discontinue local passenger train service West Union to Decorah, substituting therefor one local mixed train each way daily on that part of the line West Union to Decorah, and the train is to be directed as to afford the most benefit to the public who would use such service on the north end of the line.

No. B-1047—1926.

R. C. FYFE, CHAIRMAN, WESTERN CLASSIFICATION COMMITTEE, CHICAGO, ILL.  
REQUEST FOR ADOPTION OF WESTERN CLASSIFICATION No. 59 IN IOWA.

Decided October 12, 1926.

Ordered, upon hearing, petitioner authorized to file with board, effective January 1, 1927, Western Classification No. 59 and effective supplements, subject to exceptions and such other and further orders as may be made from time to time; all rules and regulations now published in Western Trunk Line Circular I-R, supplements thereto or reissues thereof, or by carriers in individual issues now applicable to Iowa traffic, shall remain in effect until changed by order of board; certain exceptions set out; Rule 19. Commissioner Webster, Dissenting.

For Iowa Shippers—J. H. Henderson, Commerce Counsel; Walter Conrad, Asst. Commerce Counsel; H. F. Sundberg, Chamber of Commerce, Cedar Rapids, Iowa; L. M. O'Leary, Chamber of Commerce, Ft. Dodge, Iowa; Leo E. Golden, Burlington Shippers Assn. and Joel Turney & Co., Fairfield, Iowa; Chas. Shackell, Penick & Ford, Ltd., Cedar Rapids, Iowa; H. C. Wilson, Chamber of Commerce, Sioux City, Iowa; John C. Fry, Keokuk Shippers Assn., Keokuk, Iowa; P. A. Conway, Western Pet. Refiners Assn., Tulsa, Okla.; C. M. Gould, Roach & Musser Co., Muscatine, Iowa; W. G. Doran, Carr, Ryder & Adams, Dubuque, Iowa; R. D. Waller, Farley & Loetscher Mfg. Co., Dubuque, Iowa; E. J. Schlecht, Clinton Mfgs. & Shippers Assn., Clinton, Iowa; M. D. Smiley, Curtis Companies, Inc., Clinton, Iowa; F. G. Hubbard, Leighton Supply Co., Ft. Dodge, Iowa; W. D. Lindsay, Chicago, U. S. Gypsum Co. and Gypsum Industries; E. S. Gubernator, Chicago, Lehigh Portland Cement Co. and Northwestern States Portland Cement Co.; G. B. Voorhees, Langan Paper Co., Des Moines, Iowa; E. F. Forrer, S. Davidson & Bros., Des Moines, Iowa; C. Schoch, L. Harbachs Sons Co., Des Moines, Iowa; S. E. Preston, Shores-Moeller Co., Cedar Rapids, Iowa; L. F. Salisbury, Iowa Soda Prod. Co., Council Bluffs, Iowa; Geo. F. Morse, Peet Stock Remedy Co., Council Bluffs, Iowa; C. L. James, Council Bluffs Traffic Assn., Council Bluffs, Iowa; E. M. Fox, Fox Chemical Co., Des Moines, Iowa; Geo. Wrightman, American Stockmen's Supplies Assn., Des Moines, Iowa; Wesley E. Keller, Northwestern Lumbermen's Assn., Minneapolis, Minn.; S. G. Creswick, Dubuque Shippers Assn., Dubuque, Iowa; C. E. Kieseke, H. B. Glover Co., Dubuque, Iowa; G. Frank Morris, Kohrs Packing Co., Davenport, Iowa; A. J. Christianson, Chamber of Commerce, Davenport, Iowa; J. L. Behrens, Muscatine Shippers Assn., Muscatine, Iowa; R. O. Youngerman, Mason City Brick & Tile Co., Mason City, Iowa; B. J. Drummond, Chamber of Commerce, Mason City, Iowa; S. D. Boylston, American Beet Sugar Co., Denver, Colo., and Mason City, Iowa; J. J. Lynch, T. M., Herring Motor Co., Des Moines, Iowa; L. A. Howe, T. M., Western Silo Co., Des Moines, Iowa; J. D. Cunningham, Wheeler Lumber Bridge & Supply Co., Des Moines, Iowa; E. G. Wylie, Greater Des Moines Committee, Inc., Des Moines, Iowa; O. W. Strandell, Des Moines Sawmill Co., Des Moines, Iowa; J. B. Clay, Iowa Gate Co., Cedar Falls, Iowa; W. K. Voorhees, Standard Mfg. Co., Cedar Falls, Iowa; E. L. Walters, Monarch Mfg. Co., Council Bluffs, Iowa; C. C. Crouse, Iowa Mfgs. Assn., Des Moines, Iowa; A. B. Combs, Leader Oil Co., and Iowa Ind. Oil Men's Assn., Dubuque, Iowa; H. E. Wormsholdt, Manhattan Oil Co., Des Moines, Iowa; J. C. Suttle, National Hay Assn., and Omaha Hay Exchange, Omaha, Neb.; J. F. Coupe, Iowa Farm Bureau Federation, Des Moines, Iowa; E. J. Heck, Pease Hay Commission Co., Des Moines, Iowa; Walter Huneke, Wright Coal Co., Des Moines, Iowa; F. R. Vaughn, Green Foundry & Furnace Works, Des Moines; S. O. Lampman, Jr., Wholesale Grocers, Marshalltown, Iowa; S. W. Leigh, Rollins Hosiery Mills, Des Moines, Iowa; W. W. Janisch, Des Moines, Iowa; J. Ritter, Centerville Gypsum Co., Centerville, Iowa; R. M. Griffith, Ford Motor Co., Des Moines, Iowa; C. L. Epley, Ford Motor Co., Des Moines, Iowa; M. A. Hagensick, Des Moines, Iowa;

E. C. Thomas, Warfield-Pratt-Howell Co., Des Moines, Iowa; R. J. McDonough, Klauer Mfg. Co., Dubuque, Iowa; C. A. Hanson, Greater Waterloo Assn., Waterloo, Iowa; O. W. Crowley, Des Moines, Iowa, Associated General Contractors; R. E. Johnson, Minneapolis, Minn., Associated General Contractors; H. L. Hills, Russell-Bend-Hills Co., Des Moines, Iowa; W. E. Ray, Grocers Wholesale Co., Des Moines, Iowa; E. S. Gubert, Chicago, for Hawkeye Portland Cement Co., Des Moines, Iowa; H. C. Downing, House of Downing, Des Moines, Iowa; L. E. Stone, Blue Line Storage Co., Des Moines, Iowa; G. A. Ricketts, Broker, Des Moines, Iowa; C. B. Condon, Hawkeye Portland Cement Co., Des Moines; E. Thomas, Luthe Hardware Co., Des Moines, Iowa.

For the Carriers—R. C. Fyfe, Chairman, Western Classification Committee, Chicago, Ill.; W. G. Wagner, C. B. & Q. R. R. Co., Chicago, Ill.; F. K. Crosby, C. R. I. & P. Ry. Co., Chicago, Ill.; F. B. Townsend, M. & St. L. R. R. Co., W. H. Bremner, Receiver, Minneapolis, Minn.; A. F. Cleveland, C. & N. W. Ry. Co., Chicago, Ill.; C. C. Cameron, I. C. R. R., Chicago, Ill.; H. A. Benjamin, D. M. & C. I. R. R., Des Moines, Iowa; G. R. MacLean, C. G. W. R. R. Co., Chicago, Ill.; R. C. Sanders, C. M. & St. P. Ry. Co., Chicago, Ill.; H. A. Pence, C. B. & Q. R. R. Co., Burlington, Iowa; A. M. Hixson, C. B. & Q. R. R. Co., Des Moines, Iowa; Phil Schorr, Wabash Railway, Des Moines, Iowa; F. M. Steele, Ft. D., D. M. & S. R. Co., Boone, Iowa; R. R. Schaeffer, Ft. D., D. M. & S. R. R. Co., Boone, Iowa.

On April 30, 1921, R. C. Fyfe, Chairman Western Classification Committee, petitioned this Board, asking that it adopt the current Western Classification on Iowa traffic superseding application of Iowa Classification No. 15. Later the petition was amended, merely substituting Western Classification No. 59 and its supplements for the one in effect at the time the petition was filed. After many delays, hearing was finally held after due notice on June 24, 1925. The Classification now applying Intrastate in Iowa is known as Iowa Classification No. 15, which was originally effective May 1, 1913, and at that time was a reissue of Iowa Classification No. 14, with its supplements. The Iowa Classifications as heretofore made and adopted were modified issues of the current Western Classification, the modifications being incorporated in lieu of adopting the Western Classification with a published sheet of acceptance. At the present time, the Iowa Classification with its numerous supplements and amendments does not contain one-third of the articles and package descriptions that are contained in the current Western Classification.

In 1918 this Commission started to formulate a new Iowa Classification basing it as usual upon the current Western. About the time a check was completed, the railroads were taken over by the United States Government as a war measure and the Director assumed the operation of all railroads. The Commission did not finish its work upon the Iowa Classification. Of all of the states west of the Mississippi River in Western Classification territory, Iowa is the only one that still retains a state classification. The elimination of state classifications in Western Classification territory and the adoption for use of the one classification in intrastate as well as interstate traffic has remedied the unsatisfactory condition that previously existed. Efforts are continually being made by traffic associations of both carriers and shippers working toward uniformity of rules, methods of shipping, classifications and rate adjustments which, in our opinion rightfully demand that exceptions be made to the general rules that are applicable and this principle of classification making has been considered by Mr. Fyfe, the Chairman of the Western Classification Committee. Much testimony was introduced at the hearing concerning exceptions that should be made should the Board conclude to adopt the Current Western Classification for the Iowa Intrastate traffic. The Board has carefully reviewed the record and has reached the conclusion that there should be applicable in Iowa certain exceptions to the Western Classification and will attach hereto and make a part of this

finding and order, a certified copy of such exceptions, additions or amendments as it has found just and reasonable, for use on intrastate traffic in Iowa. Under a new statute, this Commission now has power to suspend the effective date of tariffs which may be filed by carriers applicable on intrastate traffic. This statute is in line with the power given to the Interstate Commerce Commission upon interstate traffic.

To reissue the Iowa Classification, bring it up to date, including all articles which are currently moving, would cost the State of Iowa an enormous sum of money and as is well known, commercial conditions are so rapidly changing that such action would necessitate many hearings and continual amending and revision. The record clearly indicates that it is in the best interests of the general shipping public that Iowa Classification No. 15 and all its supplements shall be cancelled and authorization given for the application in Iowa of Western Classification No. 59, with amendments and exceptions thereto and with subsequent reissues thereof subject at all times to such exceptions as may be made by this Commission after due hearing and in accordance with law and this Commission so finds.

It is therefore ordered first that petitioner R. C. Fyfe, Chairman, Western Classification Committee, representing the carriers operating within the State of Iowa, is authorized to file with this Board, effective January 1, 1927, Western Classification No. 59 and effective supplements, same to be applicable to traffic moving only within the State of Iowa subject to the exceptions named in this order and such other and further orders as may be made by this Commission from time to time. Iowa Classification No. 15 and effective supplements as issued by this Board to be cancelled effective same date.

Second, it is further ordered that all rates, rules and regulations now published in Western Trunk Line Circular 1-R, supplements thereto or reissues thereof, or by carriers in the individual issues that are now applicable to Iowa traffic in the general application, shall remain in effect until changed by order of this Board, also specific rates, rules and regulations published applicable to Iowa traffic shall remain in effect until changed by order of this Board.

And third, it is further ordered that the following rates, rules and regulations shall be published by the carriers or their agents as exceptions to Western Classification on Iowa traffic, effective January 1, 1927: An allowance, not to exceed 500 lbs., will be made for Racks, Standards, Strips, Supports and Blocks furnished by shippers in box, stock, ventilated or refrigerator cars, or on flat or gondola cars loaded with freight requiring their use. Provided, that in no case shall less than the specified minimum weight be charged on the property.

CONTAINERS used in the transportation of cereal beverages, non-intoxicating, or beverages, carbonated, flavored or phosphated, water, plain, carbonated or mineral.

EMPTY, RETURNED, L. C. L., viz.:

COOPERAGE, viz.:

Hogsheads, barrels, half-barrels, third barrels, quarter barrels, sixth barrels and eighth barrels.

BOTTLES in barrels or cases.

CASES without bottles.

Subject to estimated weights provided in the Western Classification on cooperage and actual weights on bottles in barrels or cases and empty cases without bottles. The rating authorized herein will apply only on CONTAINERS the immediate preceding transportation of which was by railroad freight service, filled, and to which facts the shipper or consignee has certified.

EXCEPTIONS—Ratings in this rule subject to a minimum rate of 7½ cents per 100 pounds.

One-half of Fourth Class Rates (See Exceptions)



One-half of Fourth Class Rates (See Exceptions)	DRUMS OR BARRELS, IRON OR STEEL: CYLINDERS, IRON OR STEEL: Second-hand empty, returned:
Fourth Class Rates	EXCEPTIONS—Ratings in this rule subject to a minimum rate of 7½ cents per 100 pounds.
First Class Rate (See Exceptions)	OIL (GASOLINE): Refined Oil, illuminating or burning, and kerosene, less than carload.
Third Class Rate	POULTRY (LIVE), less than carload, transported in coops, in common cars.
Class D	When transported in Poultry or Palace cars, charge will be on the basis of the carload rate and minimum weight. Shipments of Live Poultry, less than carload, consigned to "Order" or "Notify" will not be accepted.
Class C	EXCEPTIONS—The rates in this rule not subject to the minimum class rates.
Class C	WAGONS: Common or Farm, wooden or iron, with or without boxes:
	K. D. in pieces, and wagon boxes K. D.
	HAY: in carloads, minimum weight 20,000 lbs.
	CUCUMBERS for pickling purposes to salting stations of pickling factories, carload, minimum weight 24,000 pounds.
	TOMATOES fresh, carload, minimum weight 24,000 pounds.

It is further ordered that the following commodities, carload, shall be published at the ratings and minimum weights shown and added to item named in E. B. Boyd's Tariff 160-D, supplements thereto, or reissues thereof as applicable to Iowa traffic:

Article, carload	Minimum Weight	Commodity	Add to Item Rate in Tariff
Beet Pulp, Refuse	30,000 lbs.	Sugar Beet	150—155
Soda, Carbonate of (Sal Soda)	40,000 "	Salt	320
Soda, Sulphate of (Glaubers Salts)	50,000 "	Salt	320
Coke	30,000 "	Soft Coal	—
Wood (Fuel)	30,000 "	Lump	190
Mine props		Soft Coal	—190
Mine caps		Lump	
Mine ties			
Bars, Collar Beams and Legs		Soft	
Wooden	30,000 "	Lump, Coal	—190
Wall Finish	30,000 "	Plaster	175
Shells, Waste Clam	30,000 "	Stone	340

It is further ordered that the following rule shall be applied to Iowa intrastate traffic in lieu of Rule 10 of W. C. 59 and reissue thereof:

#### Rule 10.

Section 1. Except as otherwise provided, when a number of different articles, for which carload ratings or rates are provided, are shipped at one time by one consignor to one consignee and destination, in a carload (See Rule 14), they will be charged at the carload rate applicable to the highest classed or rated article, and the carload minimum weight will be the highest provided for any of the articles in the carload.

Section 2. When the aggregate charge upon the entire shipment is

made lower by considering the articles as if they were divided into two or more separate carloads, the shipment will be charged accordingly. The charges on each separate carload will be based upon the carload rate applicable to the highest classed or rated article therein and the highest carload minimum weight provided for any of the articles therein.

Section 3. When the aggregate charge upon the entire shipment is less on basis of carload rate and minimum carload weight (actual or authorized estimated weight to be charged for if in excess of the minimum weight) for one or more of the articles and on basis of actual or authorized estimated weight at less than carload rate or rates for the other article or articles, the shipment will be charged for accordingly.

NOTE—Rule 10 will not apply upon articles for which carload ratings or rates are not provided nor upon shipments of live stock.

Rule 24 will not apply to mixed carload shipments when any article in the carload would be subject to Rule 34 if shipped in straight carloads.

Packages containing articles of more than one class will be rated in accordance with the terms of Rule 12, Section 2.

Specific carload mixtures will not prevent the application of Rule 10 to the same article or articles in mixed carloads with other article or articles not named in the mixture, but the specific ratings and minimum weight for each article will be used to determine the charge. If a lower charge results under the application of Rule 10 than under provisions for a specific mixture, Rule 19 will apply.

COMMISSIONER WEBSTER, DISSENTING:

While our Iowa Classification is somewhat obsolete, I do not believe the time has yet arrived when another classification should be adopted.

No. BB-1338—1926.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Application to make effective, on one day's notice, rate of 24c per ton on crushed stone, C. L., from Buffalo, Iowa, to Linwood, Iowa, to expire Nov. 30, 1926.

Decided July 6, 1926.

Rate approved, to be put in effect on one day's notice, for term specified; tariff to be filed with Board, as required by law.

Commissioner Richardson, *Dissenting*.

The Chicago, Milwaukee & St. Paul Railway Company (H. E. Byram, Mark W. Potter and Edward J. Brundage, Receivers), and the Chicago, Rock Island & Pacific Railway Company made application to the Board, the former on June 29 and the latter on June 23, 1926, for the right under Section 8662 of the Code, to establish a rate of twenty-four (24c) cents per ton of two thousand (2000) pounds on crushed stone car loads minimum weight ninety (90%) percent of marked capacity of car, from Buffalo to Linwood, to expire November 30, 1926.

In reciting the reason for this request, the petitioners state:

"The Deway Portland Cement Company are building a new plant at Linwood, Iowa.

"In the construction of their plant they will use approximately 15,000 yards of crushed stone. Dolene Brothers at Buffalo, Iowa, a point two miles from Linwood, have secured the contract for supplying this crushed stone. The Iowa distance rate on crushed stone for two miles is 40c per net ton. At that figure, we are informed, it would be necessary to truck the business from the Dolene plant to the new plant of the cement company and under the circumstances we have expressed a willingness to establish a rate of 24c per net ton, minimum weight 90% of marked capacity of car, provided that the rate can be established under section 8662 of the Iowa code without jeopardizing our crushed stone rates for similar hauls between other points in the State of Iowa. You are familiar with that portion of section 8662 of the Iowa code which reads:

"New Industries—limitation. For the protection and development of any new industry in the state, any common carrier may grant concessions or special rates for any agreed number of carloads or for a specified period of time,

which rates and period of time shall be fixed and approved by the board of railroad commissioners and a copy thereof filed in its office.

"Dolse Brothers state that the movement will not be less than 300 cars, probably something over that amount."

The companies applying state that they desire the permit to make the proposed rate cover a minimum of three hundred (300) cars, to expire November 30, 1926, with the further understanding that that rate will not be considered as a precedent to other similar cases or jeopardize rates for similar hauls elsewhere in the State. They state further:

"It will be our purpose to also at the same time establish a switching rate of 24c per ton, minimum weight 90% of marked capacity of car from the Linwood quarries at Linwood to the new Dewey Portland Cement Co. plant at that point but this latter rate will be purely a switching rate within one terminal."

The request is also made that if the Board approves of this proposed concession, that the companies be allowed to put the rates in effect on one day's notice.

The Board having carefully considered the application, hereby approves of the rate suggested, with the permit that it may be put in effect on one day's notice and for the term specified, granting such permission under Section 8062 of the Code of Iowa. The tariff to be filed with the Board of Railroad Commissioners as provided by law.

#### COMMISSIONER RICHARDSON, DISSENTING

The Chicago, Milwaukee & St. Paul Railway Company (H. E. Byram, Mark W. Potter and Edward J. Brundage, Receivers), and the Chicago, Rock Island & Pacific Railway Company made separate applications to the Commission to approve a contract rate of twenty-four (24c) cents per ton of two thousand (2000) pounds for a certain number of cars of crushed stone to be sent from Buffalo to Linwood, Iowa, at which point the Dewey Portland Cement Company proposed to construct and operate a cement plant.

The application in part reads:

"\* \* \* The Iowa distance rate on crushed stone for two miles is 40c per net ton. At that figure, we are informed, it would be necessary to truck the business from the Dolse plant to the new plant of the cement company and under the circumstances we have expressed a willingness to establish a rate of 24c per net ton minimum weight 90% of marked capacity of car, provided that rate can be established under section 2146 of the Iowa Code without jeopardizing our crushed stone rates for similar hauls between other points in the state of Iowa. \* \* \*

Crushed stone for single line haul now moves under Item 340 of Iowa Lines Freight Tariff 160-D, providing a minimum weight of the marked capacity of the car, and Item 595, same Tariff, which provides rate of 40 cents per ton of two thousand (2000) pounds for five miles or less. Applicant here refers to Section 2146 of the Code, but the subject is now under Section 8062, Code of Iowa 1924.

Section 8061 reads:

"Discrimination as to quantity. For transporting freight over the same railway for the same distance in the same direction, no common carrier shall charge, collect, demand or receive more for transporting a car of freight than it at the same time charges, collects, demands or receives per car for more than one car of a like class of freight; nor more for transporting a ton of freight than it charges, collects, demands or receives per ton for more than one ton of freight but less than a carload of a like class; nor more for transporting one hundred pounds of freight than it charges, collects, demands or receives per hundred for more than one hundred pounds of freight, but less than a ton of a like class."

Section 8062 under which it is sought to have commodity rate on limited number of shipments established, reads:

"New Industries—limitation. For the protection and development of any new industry in the state, any common carrier may grant concessions or special rates for any agreed number of carloads or for a specified period of time, which rates and period of time shall be fixed and approved by the board of railroad commissioners, and a copy thereof filed in its office."

Section 8063 reads:

"Prima facie evidence of violation. Any such discriminating rates, charges, collections or receipts whether made directly or indirectly by means of any rebate, drawback, or other method or means, shall be prima facie evidence of a violation of the provisions of the second preceding section."

It will be noted that Section 8062 reads:

"\* \* \* for the protection and development of any new industry in the state \* \* \*

Webster's New International Dictionary defines "new" as:

"Having existed or having been made but a short time, having originated or occurred lately. Not early or long in being; recent; fresh; modern; opposed to old; as, a new coat, a new regime; a new fashion; new potatoes."

and that "industry" is defined as:

"Any department or branch of art, occupation, or business; especially one which employs much labor and capital and is a distinct branch of trade; as, the sugar industry; the iron industry; cotton industry; agricultural industries."

The application further indicates that approximately 15,000 yards of crushed stone or not less than 300 cars, will be used in the construction of this proposed cement plant. Surely this Commission should not approve discriminating rates in favor of private concerns or industries other than literally new industries in the face of the wording of the statute. This is not a new industry, this industry having been in existence for many years. Moreover, the crushed stone upon which it is sought to make discriminatory rates is proposed to be used in the construction of the plant and this building after constructed, in a few years might be used for the operation of a very old industry as to this State.

It is my interpretation of Section 8062 that common carriers may grant concessions or special rates for any agreed number of carloads for the protection and development of any new industry in the State and that it must have been the intention of the Legislature to foster, develop and encourage industries which are new to the State, otherwise no exception to Section 8061 would have been made.

This is not a new industry and this Commission should not approve such discriminatory rates as sought to be approved and if a less rate than forty (40c) cents per ton of two thousand (2000) pounds on crushed stone in carloads for distances less than five (5) miles, is desired, it should be made applicable to and from other places.



## Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-544—1926. Marcy Mutual Telephone Company, Ogden, v. Iowa Railway and Light Company, Cedar Rapids. Inductive interference. Satisfactorily adjusted.

Filed November 10, 1924. Closed May 28, 1926.

No. E-602—1926. Iowa Railroad Commission, Des Moines, v. Haverhill-Laurel Electric Company, Haverhill. Overbuilding in Marshall County. Satisfactorily adjusted.

Filed May 29, 1925. Closed June 29, 1926.

No. E-623—1926. Central States Electric Company, Cedar Rapids. Franchise in Hardin and Grundy Counties:

This application came on for hearing on August 17, 1925, and on December 8, 1925, franchise was granted for a 33,000 volt transmission line approximately 12½ miles long over the following route:

From the east corporate limit of the town of Union, Iowa, through Whitten to the west corporate limit of the town of Conrad, Iowa.

No. E-634—1926. Interstate Power Company, Lancaster, Wisconsin, v. Citizens of Howard and Winneshiek Counties. Increase in operating voltage of transmission line between Cresco and Decorah.

On August 6, 1925, the Interstate Power Company, of Lancaster, Wisconsin, applied for authority to increase the operating voltage of its transmission line between Cresco and Decorah, a distance of approximately 17½ miles, from 13,200 to 33,000 volts, and no objections being received, the Board on February 3, 1926, issued Certificate No. 1 granting this application.

Filed August 6, 1925. Closed February 3, 1926.

No. E-635—1926. Central States Electric Company, Cedar Rapids. Franchise in Franklin and Hardin Counties.

This application came on for hearing on September 6, 1925, and on December 23, 1925, franchise for a 6600 volt transmission line, 43 miles in length, was granted over highways in the following numbered townships:

Township 91 north, Range 20 west of the 5th P. M.; Township 91 north, Range 21 west of the 5th P. M.; Township 90 north, Range 20 west of the 5th P. M.; Township 90 north, Range 21 west of the 5th P. M.; in Franklin County.

Township 89 north, Range 20 west of the 5th P. M.; Township 89 north, Range 21 west of the 5th P. M.; in Hardin County.

No. E-637—1926. Grant Maddy, Bussey. Franchise in Marion and Monroe Counties.

This application came on for hearing on September 15, 1925, and on April 1, 1926, franchise for a 22,000 volt transmission line, 3 miles in length, was granted between the towns of Bussey, Hamilton and Lovilla, Iowa.

No. E-643—1926. Chicago, Rock Island & Pacific Railway Company v. Williamson Telephone Company, Williamson. Improperly constructed overhead wire crossing over C., R. I. & P. track near mile post 31-11 viaduct No. 313. Satisfactorily adjusted.

Filed August 10, 1925. Closed November 8, 1926.

No. E-644—1926. Chicago, Rock Island & Pacific Railway Company v. J. W. Rosa, Secretary, Telephone Line No. 14, Chariton. Improperly

constructed overhead wire crossing near mile post 17-37 at viaduct No. 179 over C., R. I. & P. tracks. Satisfactorily adjusted.

Filed August 10, 1925. Closed November 17, 1926.

No. E-645—1926. Chicago, Rock Island & Pacific Railway Company v. R. E. Ansley, Secretary, Telephone Line No. 43, Chariton. Improperly constructed overhead wire crossing over C., R. I. & P. track near mile post No. 15-7 at viaduct No. 152. Satisfactorily adjusted.

Filed August 10, 1925. Closed November 17, 1926.

No. E-649—1926. Chicago, Rock Island & Pacific Railway Company v. English Township Telephone Company, Chariton. Improperly constructed overhead wire crossing over C., R. I. & P. track near viaduct No. 287. Satisfactorily adjusted.

Filed August 10, 1925. Closed November 8, 1926.

No. E-652—1926. Chicago, Rock Island & Pacific Railway Company v. E. E. Miller, Independent Short Line Telephone Company, Purdy. Improperly constructed overhead wire crossing over C., R. I. & P. track at viaduct No. 350. Satisfactorily adjusted.

Filed August 10, 1925. Closed July 20, 1926.

No. E-653—1926. Chicago, Rock Island & Pacific Railway Company v. Sidney Temple, Columbia Telephone Company, Purdy. Improperly constructed overhead wire crossing over C., R. I. & P. track at viaduct near Purdy. Satisfactorily adjusted.

Filed August 10, 1925. Closed December 24, 1925.

No. E-654—1926. Chicago, Rock Island & Pacific Railway Company v. J. R. Jones, Coon Creek Telephone Company, Kimball. Improperly constructed overhead wire crossing over C., R. I. & P. track, first crossing north of Kimball. Satisfactorily adjusted.

Filed August 10, 1926. Closed November 30, 1926.

No. E-656—1926. Chicago, Rock Island & Pacific Railway Company v. F. W. Rulison, Div. Mgr., Northwestern Bell Telephone Company, Des Moines. Improperly constructed overhead wire crossing over C., R. I. & P. track near mile post No. 62-5. Satisfactorily adjusted.

Filed August 10, 1925. Closed July 20, 1926.

No. E-657—1926. Chicago, Rock Island & Pacific Railway Company v. F. W. Rulison, Div. Mgr., Northwestern Bell Telephone Company, Des Moines. Improperly constructed overhead wire crossing over C., R. I. & P. track near mile post No. 63. Satisfactorily adjusted.

Filed August 10, 1925. Closed July 20, 1926.

No. E-658—1926. Chicago, Rock Island & Pacific Railway Company v. F. W. Rulison, Div. Mgr., Northwestern Bell Telephone Company, Des Moines. Improperly constructed overhead wire crossing over C., R. I. & P. track near mile post No. 67-25. Satisfactorily adjusted.

Filed August 10, 1925. Closed July 20, 1926.

No. E-659—1926. Iowa Light, Heat & Power Company, Carroll. Franchise in Cherokee County.

This application came on for hearing on September 15, 1925, and on December 23, 1925, franchise for a 33,000 and 6600 volt transmission line, 4 miles in length, was granted between the north corporate limit of the town of Quimby and a point on the south line of Section 29, Township 91 North, Range 40 west of the 5th P. M., Cherokee County.

No. E-662—1926. Central Iowa Power and Light Company, Philadelphia, Pa. Franchise in Franklin County.

This application came on for hearing on October 6, 1925, and on January 20, 1926, franchise for a 6600 volt transmission line, 4 miles in length, was granted between the south corporate limit of the town of Hampton and the southwest corner of Section 22, Township 91 north, Range 20 west of the 5th P. M., in Franklin County.

No. E-663—1926. Three Rivers Light & Power Company, Des Moines,

v. Board of Railroad Commissioners. Transmission line in Warren County. Satisfactorily adjusted.

Filed September 22, 1925. Closed November 30, 1926.

No. E-664—1926. Cherokee Electric Company, Cherokee. Authority to increase operating voltage—transmission line in Cherokee County.

On September 14, 1925, the Cherokee Electric Company, of Cherokee, Iowa, applied for authority to increase the operating voltage of its transmission line between the south corporate limit of the City of Cherokee, Cherokee County, Iowa, south to the gravel pit in Section 32, Township 91 north, Range 40 west of the 5th P. M., from 6,600 to 33,000 volts, and no objections being received, the Board on February 3, 1926, issued Certificate No. 2 granting authority for a double circuit transmission line of 33,000 and 12,000 volts, 7 miles in length.

Filed September 14, 1925. Closed February 3, 1926.

No. E-671—1926. Minnesota Electric Distributing Company, Minneapolis, Minnesota. Application to increase operating voltage of transmission line in Lyon County.

On October 1, 1925, the Minnesota Electric Distributing Company of Minneapolis, Minnesota, applied for authority to increase the operating voltage of its transmission line 4½ miles in length, between the north-east corporate limit of the town of Lester, Lyon County, Iowa, and the Iowa-Minnesota state line, from 4,000 to 22,000 volts, and objections previously filed being withdrawn on November 10, 1925, the Board, on February 3, 1926, issued Certificate No. 3 granting this application.

Filed October 1, 1925. Closed February 3, 1926.

No. E-673—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Calhoun County.

This application came on for hearing on November 3, 1925, and on December 8, 1925, franchise for a double circuit transmission line of 33,000 and 6,600 volts, 14 miles in length, was granted between the corporate limit of the town of Manson and the town of Rockwell City, including seven-eighths of a mile of line along the north section line of Section 1, Township 88 north, Range 33 west of the 5th P. M.

No. E-675—1926. Central Iowa Power and Light Company, Philadelphia, Pa. (Humboldt Division.) Franchise in Humboldt and Webster Counties.

This application came on for hearing on November 12, 1925, and on January 20, 1926, franchise for a 33,000 volt transmission line, 17½ miles in length, was granted between the corporate limit of the town of Humboldt, Humboldt County, and the southwest corner of Section 22, Township 89 north, Range 29 west of the 5th P. M., Webster County.

No. E-676—1926. Northwestern Light & Power Company, Cedar Rapids. Franchise in Dickinson County.

This application came on for hearing on November 12, 1925, was continued to March 31, 1926, and on May 13, 1926, franchise for a 6,600 volt transmission line, ¾ of a mile in length, was granted over the following route:

Along the east line of Section 14, Township 99 north, Range 37 west of the 5th P. M. and including the right to use the streets, alleys and public places of the plats known as Manhattan Beach, Methodist Camp Grounds, and the village of Montgomery, all in Dickinson County.

No. E-677—1926. Northwestern Light and Power Company, Cedar Rapids. Franchise in O'Brien and Sioux Counties.

This application came on for hearing on November 12, 1925, and on January 20, 1926, franchise for a 13,200 volt transmission line, 9 miles in length, was granted over the following route:

From the west corporate limit of the town of Paulina, O'Brien County, Iowa, to the east corporate limit of the town of Granville, Sioux County, Iowa.

No. E-678—1926. Central States Electric Company, Cedar Rapids. Authority to increase operating voltage—transmission line in Franklin and Cerro Gordo Counties.

On October 19, 1925, the Central States Electric Company, Cedar Rapids, applied for authority to increase the operating voltage of its transmission line 13 miles in length between the north corporate limit of the town of Alexander, Iowa, and the south corporate limit of the town of Meservey, Iowa; and between the east corporate limit of the town of Meservey, Iowa, and the south corporate limit of the town of Thornton, Iowa, from 6,600 to 13,200 volts, and hearing was held on November 17, 1925. On February 3, 1926, Certificate No. 4 was issued granting this application.

Filed October 19, 1925. Closed February 3, 1926.

No. E-679—1926. Postville Farmers Telephone Co., Postville, v. Northwestern Iowa Power Company, West Union. Alleged overbuilding in Clayton County. Satisfactorily adjusted.

Filed October 17, 1925. Closed April 5, 1926.

No. E-681—1926. Central Iowa Power and Light Company, Philadelphia, Pa. (Waterloo Division.) Franchise in Black Hawk County.

This application came on for hearing on November 17, 1925, and on December 23, 1925, franchise for a 2300 volt transmission line 7½ miles in length and for a 6600 volt transmission line 4 miles in length, a total of 11½ miles, was granted in the following numbered townships:

Township 89 north, Range 12 west of the 5th P. M.; Township 89 north, Range 13 west of the 5th P. M.; Township 87 north, Range 13 west of the 5th P. M.; Township 87 north, Range 14 west of the 5th P. M.; Township 87 north, Range 12 west of the 5th P. M.

No. E-682—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Winnebago County.

This application came on for hearing on November 24, 1925, and on February 3, 1926, franchise for a 6,600 volt transmission line, 4 miles in length, was granted between the south corporate limit of the town of Seaville, Iowa, and the southeast corner of Section 7, Township 99 north, Range 23 west of the 5th P. M.

No. E-683—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Winneshiek County.

This application came on for hearing on November 24, 1925, and on December 23, 1925, franchise for a 2300 volt transmission line, approximately 1.4 miles in length, was granted on the streets and highways in and about the village of Freeport, Winneshiek County, Iowa.

No. E-684—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Dubuque County.

This application came on for hearing on November 24, 1925, and on December 23, 1925, franchise for a 2300 volt transmission line, 1 2-3 miles in length, was granted between the center of Section 1, Township 88 north, Range 2 east of the 5th P. M. and a point near the southeast corner of the northwest quarter of the southeast quarter of Section 11, said township and range.

No. E-685—1926. Penn Cooperative Electric Line, Earlham. Franchise in Madison County.

This application came on for hearing on November 24, 1925, and on December 8, 1925, franchise for a 2300 volt transmission line, 1¼ miles in length, was granted between a point 750 feet east of the southwest corner of the northwest quarter of Section 1, Township 77 north, Range 29 west of the 5th P. M. and a point near the northwest corner of the southeast quarter of Section 3, said township and range.

No. E-686—1926. Central Iowa Power and Light Company, Philadelphia, Pa. (Cedar Valley Division.) Franchise in Bremer County.

This application came on for hearing on December 1, 1925, and on



December 23, 1925, franchise for a 6,500 volt transmission line, approximately 3 miles in length, was granted between the southeast corner of Section 18, Township 92 north, Range 13 west of the 5th P. M. and the southwest corner of Section 30, said township and range.

No. E-687—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Woodbury and Monona Counties.

This application came on for hearing on December 1, 1925, was further heard on March 31, 1926, and on May 11, 1926, franchise for a 33,000 and 13,200 volt double circuit transmission line, 24 miles in length, was granted over the following route:

From the south corporate limit of the city of Sioux City, Iowa, through the incorporated town of Sloan, to the north corporate limit of the town of Whiting, Iowa.

No. E-688—1926. Central States Electric Company, Cedar Rapids. Franchise in Hardin County.

This application came on for hearing on December 8, 1925, and on December 23, 1925, franchise for a 2300 volt transmission line, 1½ miles in length, was granted between the southwest corner of the northwest quarter of Section 25, Township 88 north, Range 19 west of the 5th P. M., and the south corporate limit of the town of Steamboat Rock, Iowa.

No. E-689—1926. Central States Electric Company, Cedar Rapids. Franchise in Hamilton County.

This application came on for hearing on December 8, 1925, and on January 5, 1926, franchise for a 33,000 volt transmission line, 10 miles in length, was granted between the southeast corner of Section 29, Township 87 north, Range 24 west of the 5th P. M. and the southeast corner of Section 30, said township and range.

No. H-690—1926. Central States Electric Company, Cedar Rapids. Franchise in Emmet County.

This application came on for hearing on December 8, 1925, and on January 5, 1926, franchise for a 13,200 volt transmission line, 2 miles in length, was granted between the southeast corner of Section 11, Township 99 north, Range 32 west of the 5th P. M. and the southwest corner of Section 10, said township and range.

No. E-691—1926. W. H. Wright, Winterset. Franchise in Madison County.

This application came on for hearing on December 9, 1925, and on January 5, 1926, franchise for a 2300 volt transmission line, 140 rods in length, was granted between the west corporate limit of the city of Winterset, Iowa, Township 85 north, range 28 west of the 5th P. M. and a point about 18 rods west of the northeast corner of Section 2, said township and range.

No. E-693—1926. Iowa Electric Company, Fairfield, v. North Line Telephone Company, Cantril. Alleged overbuilding in Van Buren County. Satisfactorily adjusted.

Filed September 1, 1925. Closed December 12, 1925.

No. E-695—1926. Iowa Light, Heat & Power Company, Carroll. Franchise in Shelby County.

This application came on for hearing on December 22, 1925, and on April 26, 1926, franchise for a 12,000 volt transmission line, 17 miles in length, was granted over the following route:

From the northwest corporate limit of the town of Kirkman, Shelby County, Iowa, through the town of Panama, to the west corporate limit of the town of Earling, Iowa.

No. E-696—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Winneshiek County.

This application came on for hearing on December 29, 1925, and on January 20, 1926, franchise for a 2300 volt transmission line, ¼ mile in length, was granted between the northeast corner of the southeast

quarter of the southeast quarter of Section 34, Township 97 north, Range 8 west of the 5th P. M. and a point near the northeast corner of the southeast quarter of the northeast quarter of Section 3, Township 96 north, Range 8 west of the 5th P. M.

No. E-697—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Allamakee County.

This application came on for hearing on December 29, 1925, and on April 1, 1926, franchise for a 2300 volt transmission line, 1½ miles in length, was granted between the north corporate limit of the town of Postville, Iowa, and the northeast corner of Section 29, Township 96 north, Range 6 west of the 5th P. M.

No. E-698—1926. J. G. Sanders Telephone Company, Houghton, v. Van Buren Light and Power Company, Burlington. Overbuilding and hazardous conditions in Lee County. Satisfactorily adjusted.

Filed June 9, 1925. Closed September 22, 1925.

No. E-699—1926. Iowa Electric Company, Cedar Rapids. Franchise in Iowa County.

This application came on for hearing on January 12, 1926, and on February 2, 1926, franchise for a 33,000 volt transmission line, 8½ miles in length, was granted between the south corporate limit of the city of Marengo, Iowa, township 81 north, Range 11 west of the 5th P. M. and the southeast corner of the northeast quarter of Section 12, Township 79 north, Range 11 west of the 5th P. M.

No. E-700—1926. Iowa Electric Company, Cedar Rapids. Franchise in Iowa County.

This application came on for hearing on January 12, 1926, and on March 30, 1926, franchise for a 2300 volt transmission line, 1½ miles in length, was granted between the southeast corner of the southwest quarter of Section 17, Township 80 north, Range 10 west of the 5th P. M. and the southwest corner of Section 18 of said township and range.

No. E-701—1926. Iowa Electric Company, Cedar Rapids. Franchise in Hamilton County.

This case was closed on July 9, 1926, when the petitioners requested that the matter be dismissed.

No. E-704—1926. Iowa Electric Company, Cedar Rapids. Franchise in Dallas County.

This application came on for hearing on January 12, 1926, and on February 3, 1926, franchise for a 33,000 volt transmission line, approximately 9 miles in length, was granted over the following route:

From the west corporate limit of the town of Adel, Dallas County, Iowa, to the east corporate limit of the town of Redfield, Iowa.

No. E-705—1926. Iowa Electric Company, Cedar Rapids. Authority to increase operating voltage—transmission line in Iowa and Keokuk Counties.

On December 22, 1925, the Iowa Electric Company, of Cedar Rapids, Iowa, applied for authority to increase the operating voltage of its transmission line, 21½ miles in length, between Williamsburg, Parnell, North English and South English, Iowa, from 13,200 to 33,000 volts, and no objections being received, the Board on February 26, 1926, issued Certificate No. 5 granting this application.

Filed December 22, 1925. Closed February 26, 1926.

No. E-706—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Sioux County.

This application came on for hearing on March 3, 1926, and on April 1, 1926, franchise for a 6600 volt line, two miles in length, was granted between the southeast corner of Section 1, Township 95 north, Range 43 west of the 5th P. M. and the east corporate limit of the town of Homers, Iowa, said township and range.

No. E-707—1926. Holstein Service Company, Holstein. Franchise in Ida County.

This application came on for hearing on March 3, 1926, and on April 1, 1926, franchise for a 6600 volt transmission line, 9-16 of a mile in length, was granted between the approximate center of Section 5 and the approximate center of the west line of the northwest quarter of Section 6, Township 88 north, Range 41 west of the 5th P. M.

No. E-708—1926. Des Moines Electric Light Company, Des Moines. Franchise in Polk and Warren Counties.

This application came on for hearing on February 9, 1926, and on February 26, 1926, franchise for a 13,800 and 6900 volt double circuit transmission line, approximately 5.3 miles in length, was granted over the following route:

From a point on the north bank of the Des Moines river where same is intersected by a north and south highway across the east half of Section 20, Township 78 north, Range 23 west of the 5th P. M., Polk County, Iowa, to the north corporate limit of the town of Carlisle, Warren County, Iowa.

No. E-709—1926. Des Moines Electric Light Company, Des Moines. Franchise in Polk County.

This application came on for hearing on February 9, 1926, and on February 26, 1926, franchise for a 6900 volt transmission line, 8½ miles in length, with ½ of a mile of double circuit line to carry 13,800 volts and 6900 volts, was granted over the following route:

From the northeast corporate limit of the city of Des Moines, Polk County, Iowa, through the corporated town of Altoona, to the south corporate limit of the town of Mitchellville, Iowa.

No. E-710—1926. Iowa Southern Utilities Company, Centerville. Franchise in Lucas County.

This application came on for hearing on February 16, 1926, and on February 26, 1926, franchise for a 33,000 and 6600 volt double circuit transmission line, approximately 13½ miles in length, was granted between the east corporate limit of the town of Chariton, Township 72 north, Range 21 west of the 5th P. M. and the coal mine of the Central Iowa Fuel Company, located in Section 22, Township 73 north, Range 20 west of the 5th P. M., including a supply line to the Central Iowa Fuel Company mine located in Section 1, Township 72 north, Range 21 west of the 5th P. M.

No. E-711—1926. Central Iowa Power & Light Company, Philadelphia, Pa. (Cedar Valley Div.) Franchise in Butler and Franklin Counties.

This application came on for hearing on February 16, 1926, and on February 26, 1926, franchise for a 6600 volt transmission line, 4 miles in length, was granted between the southeast corner of Section 30, Township 93 north, Range 18 west of the 5th P. M., Butler County, Iowa, and the southwest corner of Section 27, Township 93 north, Range 19 west of the 5th P. M., Franklin County.

No. E-712—1926. The South Marion Electric Association, Stratford. Franchise in Hamilton, Boone and Webster Counties.

This application came on for hearing on February 23, 1926, and on March 30, 1926, franchise for a 2300 volt transmission line, approximately 13½ miles in length, was granted on the highways in the following numbered townships:

Township 86 north, Range 26 west of the 5th P. M.; Township 86 north, Range 27 west of the 5th P. M.

No. E-713—1926. Central Iowa Power and Light Company, Philadelphia, Pa. (Humboldt Division.) Franchise in Clay and O'Brien Counties.

This application came on for hearing on February 24, 1926, and on June 10, 1926, franchise for a 33,000 volt transmission line, approximately 35½ miles in length, was granted over the following route:

Between the northeast corner of Section 6, Township 96 north, Range 36 west of the 5th P. M., Clay County, and the east corporate limit of the town of Sheldon, Township 96 north, Range 42 west of the 5th P. M., O'Brien County, Iowa.

No. E-714—1926. Central Iowa Power and Light Company, Philadelphia, Pa. (Humboldt Division.) Franchise in Humboldt, Pocahontas and Buena Vista Counties.

This application came on for hearing on February 24, 1926, and on March 16, 1926, franchise for a 66,000 volt transmission line, approximately 54½ miles in length, was granted over the following route:

From a place on the east and west highway across the south half of Section 29, Township 92 north, Range 29 west of the 5th P. M., Humboldt County, Iowa, to the north corporate limit of the city of Storm Lake, Iowa.

No. E-715—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Kossuth County.

This application came on for hearing on March 3, 1926, and on April 1, 1926, franchise for a 2300 volt transmission line, approximately 24½ miles in length, was granted along highways of the following numbered townships:

Township 97 north, Range 27 west of the 5th P. M.; Township 98 north, Range 27 west of the 5th P. M.

No. E-716—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Cherokee and Ida Counties.

This application came on for hearing on March 3, 1926 and on April 1, 1926, franchise for a 33,000 volt transmission line, approximately 30½ miles in length, was granted over the following route:

Between the south corporate limit of the town of Quimby, Cherokee County, through the town of Holstein, through the town of Galva, and to a point near the southwest corner of the northwest quarter of the northwest quarter of Section 13, Township 87 north, Range 40 west of the 5th P. M., Ida County, Iowa.

No. E-717—1926. Central States Electric Company, Cedar Rapids. Franchise in Hamilton and Webster Counties.

This application came on for hearing on March 23, 1926, and on April 1, 1926, franchise for a 6600 volt transmission line, 17 miles in length, was granted over the following route:

Between the northwest corporate limit of the town of Stratford, Township 86 north, Range 26 west of the 5th P. M., Hamilton County, Iowa, and the village of Homer, Iowa, located in Section 7, Township 87 north, Range 26 west of the 5th P. M., including the right to use the streets, alleys and public places of said village. Also on highways in the following numbered townships: Township 87 north, Range 26 west of the 5th P. M.; Township 87 north, Range 27 west of the 5th P. M.

No. E-718—1926. Des Moines Electric Light Company, Des Moines. Franchise in Polk County.

This application came on for hearing on March 23, 1926, and on April 1, 1926, franchise for a 6900 volt transmission line, 4½ miles in length, was granted between the north corporate limit of the city of Des Moines and the village of Saylorville, located in Section 3, Township 79 north, Range 24 west of the 5th P. M., including the right to use the streets and alleys of said village. Also including a mile of line along the line of Section 10, said township and range.

No. E-719—1926. Central Iowa Power and Light Co., Philadelphia, Pa. (Cedar Valley Division.) Authority to increase the operating voltage—transmission line in Franklin County.

On March 5, 1926, the Central Iowa Power and Light Company of Philadelphia, Pennsylvania, applied for authority to increase the operating voltage of its transmission line, approximately 8 miles in length,



between the north corporate limit of Hampton, Iowa, and the northeast corporate limit of Latimer, Iowa, from 2300 to 6600 volts, and no objections being received, the Board, on May 11, 1926, issued Certificate No. 6 granting this application.

No. E-720—1926. H. L. Diekmann, et al, Denver. Franchise in Bremer County.

This application came on for hearing on April 7, 1926, and on May 26, 1926, franchise for a 2300 volt transmission line, 1 3/4 miles in length, was granted between the south corporate limit of the town of Denver, Iowa, and the southeast corner of Section 35, Township 91 north, Range 13 west of the 5th P. M.

No. E-721—1926. Iowa Utilities Company, Cedar Rapids. Franchise in Monroe County.

This application came on for hearing on April 13, 1926, and on May 11, 1926, franchise for a 22,000 volt transmission line, 1 5-16 miles in length, was granted between the north corporate limit of the town of Lovilia and the north line of Section 2, Township 73 north, Range 18 west of the 5th P. M.

No. E-722—1926. Central Iowa Power and Light Co., Philadelphia, Pa. (Humboldt Div.) Franchise in Dickinson County.

This application came on for hearing on April 27, 1926, and on May 11, 1926, franchise for a 2300 volt transmission line, 12.83 miles in length, was granted upon the following route:

From the north corporate limit of the town of Spirit Lake, to the north corporate limit of the town of Orleans; thence to the south corporate limit of the town of Arnolds Park, to the north corporate limit of the town of Milford.

No. E-724—1926. Iowa Service Co., Lincoln, Nebraska. Franchise in Mills and Montgomery Counties.

This application came on for hearing on May 5, 1926, and on June 10, 1926, franchise for a 33,000 and 6600 volt double circuit transmission line 11 1/4 miles in length and for a 6600 volt transmission line 2 1/2 miles in length, was granted over the following route:

From the east corporate limit of the town of Malvern to the south corporate limit of the town of Hastings, thence to the south corporate limit of the town of Emerson.

No. E-725—1926. Des Moines Electric Light Company, Des Moines. Franchise in Polk County.

This application came on for hearing on May 5, 1926, and on June 10, 1926, franchise for a 2300 volt transmission line, approximately 2 miles in length, was granted over the following route:

From the west corporate limit of the city of Des Moines to the village of Clive, including the right to use the streets, alleys and avenues of the village of Clive, Colby, Proctor and Elmerest Additions.

No. E-726—1926. Des Moines Electric Light Company, Des Moines. Franchise in Polk County.

This application came on for hearing on May 5, 1926, and on June 10, 1926, franchise for a 6900 volt transmission line, approximately 4 1/4 miles in length, was granted on highways of Township 79 north, Range 23 west of the 5th P. M.

No. E-727—1926. Northwestern Light and Power Company, Cedar Rapids. Franchise in Buena Vista and Clay Counties.

This application came on for hearing on May 18, 1926, and on June 10, 1926, franchise for a 6600 volt transmission line, approximately 5 3/4 miles in length, was granted between the southeast corner of Section 18, Township 93 north, Range 35 west of the 5th P. M., Buena Vista County, Iowa, and the south corporate limit of the town of Webb, Township 94 north, Range 35 west of the 5th P. M., Clay County, Iowa.

No. E-728—1926. Iowa Southern Utilities Company, Centerville. Franchise in Poweshiek, Mahaska and Wapello Counties.

This application came on for hearing on May 27, 1926, and on June 30, 1926, franchise for a 66,000 volt transmission line, approximately 50 1/2 miles in length, was granted over the following route:

Commencing at the south corporate limit of the city of Grinnell, Iowa, thence through the towns of Searsboro and New Sharon, through the city of Oskaloosa, towns of Beacon and Eddyville, to the west corporate limit of the city of Ottumwa, Iowa.

No. E-730—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Buchanan and Delaware Counties.

This application came on for hearing on June 8, 1926, was continued to June 11 and July 22, franchise for a 33,000 volt transmission line, approximately 14.1 miles in length, of which 2 3/4 miles is twin circuit, being granted on September 17, 1926, over the following route:

Between the northeast corner of the southeast quarter section of Section 36, Township 89 north, Range 3 west of the 5th P. M. and the southwest corner of Section 17, Township 88 north, Range 3 west of the 5th P. M.

No. E-731—1926. Northwestern Light and Power Company, Cedar Rapids. Franchise in Dickinson County.

This application came on for hearing on June 15, 1926, and on July 20, 1926, franchise for a 6600 volt transmission line, approximately 3.6 miles in length, was granted between the southeast corner of the southwest quarter of Section 22, Township 100, Range 38 west of the 5th P. M. and the northeast corner of Section 10, said township and range.

No. E-733—1926. Des Moines Electric Light Company, Des Moines. Improperly constructed overhead wire crossing in New Sharon. Satisfactorily adjusted.

Filed May 27, 1926. Closed November 2, 1926.

No. E-736—1926. Northern Iowa Telephone Company, Cresco, v. Interstate Power Company, Dubuque. Alleged hazardous conditions and overbuilding near Cresco. Satisfactorily adjusted.

Filed June 3, 1926. Closed October 18, 1926.

No. E-737—1926. Iowa Electric Company, Cedar Rapids. Franchise in Davis and Van Buren Counties.

This application came on for hearing on July 13, 1926, and on July 23, 1926, franchise for a 13,200 volt transmission line, approximately 10 1/2 miles in length, was granted over the following route:

From the west corporate limit of the town of Cantril, through the town of Milton to the east corporate limit of the town of Pulasld.

No. E-738—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Cherokee and Ida Counties.

This application came on for hearing on July 13, 1926, and on November 30, 1926, franchise for a 33,000 and 6600 volt double circuit transmission line, approximately 10 1/4 miles in length, was granted between the northwest corner of Section 36, Township 90 north, Range 41 west of the 5th P. M., Cherokee County, Iowa, and the north corporate limit of the town of Holstein, Township 89 north, Range 40 west of the 5th P. M., Ida County, Iowa.

No. E-739—1926. Iowa Railroad Commission v. Horton Electric Company, Ocheyedan. Weak condition of substation pole at Henry Hindts corner, Osceola County. Satisfactorily adjusted.

Filed June 5, 1926. Closed November 20, 1926.

No. E-740—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Delaware and Buchanan Counties.

This application came on for hearing on July 13, 1926, and on October 26, 1926, franchise for a 33,000 volt transmission line, approximately 25.5 miles in length, was granted between the northeast corner of Section

3, Township 88 north, Range 8 west of the 5th P. M., Buchanan County, Iowa, and the north bank of the Maquoketa river near the northwest corner of Section 29, Township 88, Range 4 west of the 5th P. M., Delaware County, Iowa.

No. E-741—1926. Central States Electric Company, Cedar Rapids. Franchise in Hardin County.

This application came on for hearing on July 13, 1926, and on July 17, 1926, franchise for a 6600 volt transmission line, 3 miles in length, was granted between a point near the northwest corner of Section 15, Township 89 north, Range 19 west of the 5th P. M. and a point just south of the C., R. I. & P. tracks along the east line of the southeast quarter of Section 27, said township and range.

No. E-743—1926. Iowa Power and Light Company, Des Moines. Authority to increase operating voltage—transmission line in Polk County.

On June 17, 1926, the Iowa Power and Light Company applied for authority to increase the operating voltage of its transmission line approximately 3 miles in length between Ashawa and Commerce, Iowa, from 2300 to 13,800 volts, and no objections being received, the Board, on September 17, issued Certificate No. 7 granting this application.

Filed June 17, 1926. Closed September 17, 1926.

No. E-744—1926. Iowa Electric Company, Cedar Rapids. Franchise in Muscatine County.

This application came on for hearing on July 27, 1926, and on October 26, 1926, franchise for a 33,000 volt transmission line, approximately 15.1 miles in length, was granted between a point one-fourth of a mile east of the northwest corner of Section 14, Township 78 north, Range 3 west of the 5th P. M. to a point near the northeast corner of the northwest quarter of Section 1, Township 78 north, Range 1 west of the 5th P. M.

No. E-745—1926. Albia Home Telephone company, Albia. Stubbed pole at railroad crossing near Eddyville. Satisfactorily adjusted.

Filed June 17, 1926. Closed October 5, 1926.

No. E-746—1926. J. C. Roush, Onawa. Franchise in Monona County.

This application came on for hearing on July 27, 1926, and on September 17, 1926, franchise for a 33,000 volt transmission line, approximately 6½ miles in length, was granted between the west corporate limit of the town of Onawa, Township 33 north, Range 45 west of the 5th P. M. and the east bank of the Missouri river in the northwest quarter of Section 7, Township 33 north, Range 46 west of the 5th P. M.

No. E-747—1926. J. C. Roush, Onawa. Franchise in Monona County.

This application came on for hearing on July 27, 1926, and on September 17, 1926, franchise for a 6600 volt transmission line, approximately 13 miles in length, was granted over the following route:

From the north corporate limit of the town of Onawa to the south corporate limit of the town of Whiting. From the east corporate limit of the town of Onawa to the west corporate limit of the town of Turin.

No. E-748—1926. Clinton, Davenport & Muscatine Railway Company, Davenport. Franchise in Scott County.

This application came on for hearing on July 27, 1926, and on September 17, 1926, franchise for a 2300 volt transmission line, approximately half a mile in length, was granted between the Iowa Station located in the southeast quarter of Section 23, Township 78 north, Range 4 west of the 5th P. M. to the homes of Messrs. French in the southeast quarter of said Section 23.

No. E-752—1926. Iowa Southern Utilities Company, Centerville. Franchise in Mahaska and Keokuk Counties.

This application came on for hearing on July 27, 1926, and on September 17, 1926, franchise for a 66,000 volt and 13,200 volt transmission line, the section of the line between Delta and Sigourney being the double

circuit line, approximately 21 1-16 miles in length, was granted over the following route:

From the east corporate limit of the city of Oskaloosa, through Rose Hill and Delta to the west corporate limit of the town of Sigourney.

No. E-753—1926. Iowa Electric Company, Cedar Rapids. Authority to increase operating voltage—transmission line in Muscatine county.

On July 1, 1926, the Iowa Electric Company, Cedar Rapids, applied for authority to increase the operating voltage of its transmission line, 6¼ miles in length, between the south corporate limit of the town of West Liberty, Muscatine County, Iowa, east to the south corporate limit of the town of Atalissa, Iowa, from 6600 to 33,000 volts, and no objections being received, the Board on September 17, 1926, issued Certificate No. 8 granting this application.

Filed July 1, 1926. Closed September 17, 1926.

No. E-754—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Crawford County.

This application came on for hearing on August 2, 1926, and on September 17, 1926, franchise for a 13,200 volt transmission line, approximately 6½ miles in length, was granted over the following route:

From the west corporate limit of the town of Denison to the north corporate limit of the town of Arion.

No. E-755—1926. Iowa Service Company, Lincoln, Nebraska. Franchise in Harrison and Pottawattamie Counties.

This application came on for hearing on September 8, 1926, and on October 26, 1926, franchise for a 33,000, 16,500 and 6600 volt transmission line, approximately 25 miles in length, was granted over the following route:

Between a point near the northeast corner of the northwest quarter of the northwest quarter of Section 21, Township 78 north, Range 44 west of the 5th P. M., Harrison County, and the southeast corner of the northeast quarter of the northeast quarter of Section 28, Township 67 north, Range 44 west of the 5th P. M., Pottawattamie County, being the route of the 33,000 volt single circuit line.

Between the northeast corner of the northwest quarter of the northwest quarter of Section 21, Township 78 north, Range 44 west of the 5th P. M., to the applicant's tower located on the east bank of the Missouri river in Section 24, Township 78 north, Range 45 west of the 5th P. M., including one-half mile of line to the village of California Junction, located in the east half of Section 15 last named township and range, being the route of the 33,000, 16,500 and 6600 volt triple circuit transmission line.

No. E-756—1926. Iowa Southern Utilities Company, Centerville. Franchise in Jasper County.

This application came on for hearing on August 10, 1926, and on September 17, 1926, franchise for a 6600 volt transmission line, 4½ miles in length, was granted between the southeast corner of Section 2 and a point opposite the Jasper County Home in Section 6, Township 79 north, Range 18 west of the 5th P. M.

No. E-757—1926. Central Iowa Power and Light Company, Ft. Dodge. Authority to increase operating voltage, transmission line in Wright, Humboldt, Kossuth and Palo Alto Counties.

On June 30, 1926, the Central Iowa Power and Light Company, Ft. Dodge, applied for authority to increase the operating voltage of its transmission lines, one of 33,000 volts approximately 65 miles in length, and one of 6600 volts approximately 10 miles in length, between Eagle Grove, Dakota City, Humboldt, Rutland, Bode, Ottosen, West Bend, Emmetsburg, Gilmore City and Pioneer, from 23,000 to 33,000 and from 2300 to 6600 volts, and the Board, after full investigation, issued Certificate No. 9 on October 26, 1926, granting this application.

Filed June 30, 1926. Closed October 26, 1926.



No. E-758—1926. Central Iowa Power and Light Company, Ft. Dodge. Franchise in Dickinson and Clay Counties.

This application came on for hearing on September 9, 1926, and on October 26, 1926, franchise for a 6600 volt transmission line one mile in length was granted between the southeast corner of Section 6, Township 97 north, Range 36 west of the 5th P. M. and the village of Fostoria, located in Section 1, said township and range, including the right to use the streets and alleys of the village of Fostoria, Clay County, Iowa.

No. E-759—1926. Central Iowa Power and Light Company, Ft. Dodge. Franchise in Clay and Buena Vista Counties.

This application came on for hearing on September 9, 1926, and on October 26, 1926, franchise for a 2300 volt transmission line, approximately 3 miles in length, was granted between the southwest corner of the southeast quarter of Section 25, Township 94 north, Range 37 west of the 5th p. m. and the village of Cornell, including the right to use the streets and alleys of the village of Cornell, Clay County, Iowa, located in the southeast quarter of Section 19, Township 94 north, Range 36 west of the 5th P. M.

No. E-760—1926. Central Iowa Power and Light Company, Ft. Dodge. Franchise in Buena Vista and Clay Counties.

This application came on for hearing on September 9, 1926, and on October 26, 1926, franchise for a 33,000 and 2300 volt transmission line, approximately 36½ miles in length, was granted over the following route: From the north corporate limit of the city of Storm Lake, through Sioux Rapids to the northwest corner of Section 8, Township 96 north, Range 36 west of the 5th P. M.

No. E-761—1926. Central Iowa Power and Light Company, Ft. Dodge. Franchise in Palo Alto County.

This application came on for hearing on September 9, 1926, and on October 26, 1926, franchise for 2300 volt transmission line, approximately 17 miles in length, was granted between the east corporate limit of the city of Emmetsburg, Palo Alto County and the southeast corner of Section 25, Township 96 north, Range 32 west of the 5th P. M.

Also on highways in the following numbered townships: Township 96 north, Range 32 west of the 5th P. M.; Township 96 north, Range 31 west of the 5th P. M.; Township 96 north, Range 34 west of the 5th P. M.; Township 96 north, Range 33 west of the 5th P. M.

No. E-762—1926. Central Iowa Power and Light Company, Ft. Dodge. Franchise in Wright County.

This application came on for hearing on September 9, 1926, and on October 26, 1926, franchise for a 2300 volt transmission line, approximately 13.3 miles in length, was granted on highways in the following numbered townships: Township 91 north, Range 25 west of the 5th P. M.; Township 92 north, Range 25 west of the 5th P. M.; Township 93 north, Range 25 west of the 5th P. M.; Township 93 north, Range 26 west of the 5th P. M.

No. E-763—1926. Citizens Gas and Electric Company, Council Bluffs. Franchise in Pottawattamie County.

This application came on for hearing on September 8, 1926, and on October 26, 1926, franchise for a 33,000 volt transmission line, approximately 5 miles in length, was granted between the north corporate limit of the city of Council Bluffs, Township 75 north, Range 44 west of the 5th P. M. and a point near the northwest corner of the southwest quarter of the northwest quarter of Section 27, Township 76 north, Range 44 west of the 5th P. M.

No. E-764—1926. Mary Brennan and Ed. Brennan, Tipton. Franchise in Cedar County.

This application came on for hearing on September 8, 1926, and on October 26, 1926, franchise for a 2300 volt transmission line, approxi-

mately one mile in length, was granted between the west corporate limit of the city of Tipton, Township 80 north, Range 3 west of the 5th P. M., Cedar County, Iowa, to approximately the northwest corner of the northeast quarter of the northeast quarter of Section 2 of said township and range.

No. E-765—1926. Interstate Power Company, Dubuque. Franchise in Winnebago County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 6600 volt transmission line, approximately 1 3-5 miles in length, was granted between the southwest corner of Section 18, Township 100 north, Range 23 west of the 5th P. M. and a point one-tenth of a mile east of the southwest corner of the southeast quarter of Section 17, said township and range.

No. E-766—1926. Interstate Power Company, Dubuque. Franchise in Howard County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 2300 volt transmission line, approximately 4 miles in length, was granted between the west corporate limit of the city of Cresco, Township 99 north, Range 11 west of the 5th P. M. to the center of the west line of Section 31, said township and range.

No. E-767—1926. Iowa Utilities Company, Cedar Rapids. Franchise in Wayne County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 6600 volt transmission line, approximately 6¼ miles in length, was granted over the following route:

From the east corporate limit of the town of Lineville to the south corporate limit of the town of Clio, Iowa.

No. E-768—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Worth County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 22,800 volt transmission line, approximately 8¼ miles in length, was granted over the following route:

From the southeast corporate limit of the town of Joice to the north corporate limit of the town of Hanlontown, Iowa.

No. E-769—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Kossuth County.

This application came on for hearing on September 28, 1926, and on November 29, 1926, franchise for a 22,800 volt transmission line, approximately 27¼ miles in length, was granted over the following route:

From the south corporate limit of the town of Bancroft, Iowa, through Titonka and Lakota to the east corporate limit of the town of Ladyard, Iowa.

No. E-770—1926. C. J. Toft and C. A. Nicholson, Dows. Franchise in Franklin and Wright Counties.

This application came on for hearing on October 5, 1926, and on November 29, 1926, franchise for a 110 volt transmission line, approximately 1155 feet in length, was granted between the north corporate limit of the town of Dows and the homes of C. A. Nicholson and C. J. Toft, located north of said town of Dows.

No. E-771—1926. Charles Frush Light & Power Company, Jesup. Franchise in Black Hawk County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 6600 volt transmission line, approximately 20 miles in length was granted on highways in Township 88 north, Range 11 west of the 5th P. M.

No. E-772—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Crawford and Shelby Counties.

This application came on for hearing on October 5, 1926, and on No-

vember 29, 1926, franchise for a 33,000 and 6600 volt double circuit transmission line, approximately 24.5 miles in length, was granted between the southeast corporate limit of the town of Deloit, Township 84 north, Range 38 west of the 5th P. M. and the northwest corner of Section 23, Township 82 north, Range 38 west of the 5th P. M., Crawford County.

Also approximately 8 miles of 13,200 volt transmission line between the southwest quarter of Section 19, Township 83 north, Range 38 west of the 5th P. M. and a point in the southwest quarter of Section 15, Township 83 north, Range 39 west of the 5th P. M. Also between the southeast corner of Section 28, Township 81 north, Range 37 west of the 5th P. M., Shelby County, Iowa, and the southeast corner of Section 16, Township 79 north, Range 37 west of the 5th P. M.

No. E-773—1926. Iowa Light, Heat and Power Company, Carroll. Franchise in Sioux County.

This application came on for hearing on October 5, 1926, and on November 29, 1926, franchise for a 33,000 volt transmission line, approximately 23½ miles in length, was granted between the southeast corner of Section 36, Township 97 north, Range 43 west of the 5th P. M. and the south corporate limit of the town of Rock Valley, Iowa.

No. E-774—1926. Interstate Power Company, Wilmington, Delaware. Franchise in Dubuque County.

This application came on for hearing on September 28, 1926, and on October 26, 1926, franchise for a 33,000 volt transmission line, approximately 2.35 miles in length, was granted between the south corporate limit of the city of Dubuque, Iowa, and a point in the west half of the northwest quarter of Section 6, Township 88 north, Range 3 east of the 5th P. M.

Also between the west corporate limit of the city of Dubuque, Iowa, and a point in the southwest quarter of Section 10, Township 89 north, Range 2 east of the 5th P. M.

No. E-776—1926. Iowa Railway and Light Corporation, Cedar Rapids. Franchise in Marshall, Tama and Grundy Counties.

This application came on for hearing on October 5, 1926, and on November 29, 1926, franchise for a 33,000 volt transmission line, approximately 28½ miles in length, was granted over the following route:

From the north corporate limit of the city of Marshalltown, through Gladbrook and Lincoln to a point in Grundy County 1½ miles east of the northeast corner of Section 31, Township 87 north, Range 15 west of the 5th P. M.

No. E-778—1926. Dewey Portland Cement Company, Kansas City, Mo. Franchise in Scott County.

This application came on for hearing on October 5, 1926, and on November 29, 1926, franchise was granted over the following route:

Said transmission line will cross the right of way of the Chicago, Rock Island and Pacific Railway at a point designated as one thousand forty-seven (1047) feet, minus nine and one-fourth (—9¼) inches east of station 16994 plus 86.47 of said railway, and at the same locality shall cross the state highway, known as Primary Road No. 26, at or near Iowa State Highway Commission Survey Station 254 plus 55, which is approximately nine hundred seventy-five (975) feet east of the west line of the east half fractional section twenty-three (23), Township seventy-seven (77) north, Range two (2) east of the fifth (5) P. M., Scott County, Iowa.

No. E-779—1926. Central States Electric Company, Cedar Rapids. Franchise in Hancock County.

This application came on for hearing on October 5, 1926, and on November 29, 1926, franchise for a 13,200 volt transmission line, approximately 8.5 miles in length, was granted over the following route:

From the east corporate limit of the town of Kanawha to the west corporate limit of the town of Goodell.

No. E-785—1926. Central States Electric Company, Cedar Rapids. Franchise in Wright County.

This application came on for hearing on November 23, 1926, and on November 29, 1926, franchise for a 33,000 volt transmission line, approximately 2 miles in length, was granted between the west corporate limit of the town of Belmond and a point near the southwest corner of Section 22, Township 93 north, Range 24 west of the 5th P. M.

The following cases consist of applications made to the respective Boards of Supervisors under the requirements of Chapter 383 of the Code of 1924, which plans and specifications must be approved by the Railroad Commission:

No. EE-51—1926. Central States Electric Company, Cedar Rapids. Franchise in Cerro Gordo County. Certificate issued on February 20, 1926.

No. EE-54—1926. Northeastern Iowa Power Company, West Union. Franchise in Chickasaw County. Certificate issued February 1, 1926.

No. EE-55—1926. Sac County Electric Company, Sac City. Franchise in Sac County. After some correspondence, this case was closed when the applicants decided to construct this line jointly with the Iowa Light, Heat and Power Company.

Filed October 20, 1925. Closed April 10, 1926.

No. EE-56—1926. R. P. Young and T. E. Wright, Traer, Iowa. Franchise in Tama County. Certificate issued on December 20, 1925.

No. EE-57—1926. Frank Holcomb, et al, Fruitland. Franchise in Muscatine County.

The petition in this case was not filed with the Board ten days prior to date of hearing, as provided by law, and the file was closed on July 1, 1926.

No. EE-58—1926. Hook Point Electric Association, Stratford. Franchise in Hamilton County. Certificate issued on January 4, 1926.

No. EE-59—1926. Modern Light and Power Company, Atkins. Franchise in Benton County. Certificate issued on February 5, 1926.

No. EE-60—1926. Farmers Light and Power Company, Sergeant Bluffs. Franchise in Woodbury County. Certificate issued on June 9, 1926.

No. EE-61—1926. F. F. Cold, Trustee, Lincoln. Franchise in Tama County. Certificate issued on April 5, 1926.

No. EE-62—1926. Ft. Dodge Creamery Company, Ft. Dodge. Franchise in Webster County. Certificate issued on July 16, 1926.

No. EE-63—1926. Southeast Junction Light and Power Company, Jefferson. Franchise in Green County. Certificate issued June 9, 1926.

No. EE-64—1926. Town of Traer, Traer. Franchise in Tama County. Certificate issued June 14, 1926.

No. EE-65—1926. Iowa City Light and Power Company, Iowa City. Franchise in Johnson County. Certificate issued July 16, 1926.

No. EE-66—1926. Northeastern Iowa Power Company, West Union. Franchise in Delaware County. Certificate issued on September 29, 1926.

No. EE-67—1926. Incorporated Town of Story City. Franchise in Story County. Certificate issued August 14, 1926.

No. EE-68—1926. Mark Hanson, Atlantic. Franchise in Cass County. Certificate issued September 9, 1926.

No. EE-69—1926. Clarence Redman, et al, Fruitland. Franchise in Muscatine County. Certificate issued September 11, 1926.

No. EE-70—1926. Iowa Railway and Light Corporation, Cedar Rapids. Franchise in Grundy County. Application withdrawn.

Filed July 23, 1926. Closed July 29, 1926.



No. EE-71—1926. Iowa Railway and Light Corporation, Cedar Rapids. Franchise in Tama County. Application withdrawn. Filed July 23, 1926. Closed July 29, 1926.

No. EE-72—1926. Coalville Light & Power Company, Ft. Dodge. Franchise in Webster County. Certificate issued October 4, 1926.

No. EE-74—1926. C. L. Wade, Wall Lake. Franchise in Sac County. Certificate issued October 23, 1926.

No. EE-75—1926. Central States Electric Company, Cedar Rapids. Franchise in Hardin County. Certificate issued November 1, 1926.

No. EE-76—1926. Sac County Electric Company, Sac City. Franchise in Sac County. Certificate issued on November 30, 1926.

No. EE-77—1926. Northeastern Iowa Power Company, West Union. Franchise in Bremer County. Certificate was issued on September 27, 1926, but was withdrawn on October 22d at the applicant's request.

On January 4, 1926, the Board adopted the following Rules and Regulations relative to the construction and maintenance of supply and communication lines crossing over or under electric and steam railroads, all supply lines crossing over or under communication lines outside of cities and towns in the State of Iowa, and all supply lines in this state outside of cities and towns operating above 6600 volts between line conductors:

#### TO WHOM IT MAY CONCERN:

You are hereby advised that the Commission has adopted the following, under authority of Sections 8325, 8333, 8334, 8335 and 8336 of the Code of Iowa, 1924:

Supply and communication lines crossing over or under electric and steam railroads, and all supply lines crossing over or under communication lines outside of cities and towns, in this State shall be built and maintained in accordance with the minimum requirements of the latest National Electrical Safety Code, published by the Bureau of Standards, Washington, D. C., until such time as this Commission may repeal this order or adopt other minimum construction requirements and operating rules.

All rules or orders heretofore made by this Commission relating to crossings of supply and communication circuits over or under steam and electric railroads, and all supply lines crossing over or under communication lines, outside of cities and towns in this state are hereby cancelled.

All supply lines in this state outside of cities and towns operating above 6600 volts between line conductors shall be constructed and maintained to meet with the minimum requirements of said National Electrical Safety Code.

### Classification Cases Closed During 1926

No. B-1065—1926. Board of Railroad Commissioners—Rates on grain and grain products, cattle, hogs and sheep.

This is an old case which has been pending since September 29, 1921. During the period this case has been in the files, a large volume of correspondence has accumulated, conferences have been held, and on October 11, 1922, a formal hearing was held in the office of the Board. No decision was ever rendered by the Commission, and the file was closed without prejudice on October 4, 1926.

Filed September 29, 1921. Closed October 4, 1926.

No. B-1115—1926. Burlington Shippers Association, Burlington. Classification of wooden chairs, set up.

Taken care of by the adoption of the Western Classification No. 59. Filed October 12, 1921. Closed November 29, 1926.

No. B-1142—1926. F. F. Dailey Co. of New York, Inc., S. M. Bixby & Co., and Shinola Co., New York. Classification of shoe dressing, blacking or polish.

Taken care of by the adoption of Western Classification No. 59. Filed May 13, 1922. Closed November 29, 1926.

No. B-1158—1926. Swift & Company, Chicago. Classification of beef trimmings.

Taken care of by the adoption of Western Classification No. 59. Filed April 5, 1923. Closed November 29, 1926.

No. B-1177—1926. Iowa Coffin Company, Dubuque. Classification of burial cases (caskets, coffins, iron or steel, plain or cloth covered, painted or coated) boxed.

Taken care of by the adoption of Western Classification No. 59. Filed August 15, 1923. Closed November 29, 1926.

No. B-1182—1926. Chamber of Commerce, Sioux City. Classification of feed in bags, N. O. I. B. N.

Taken care of by the adoption of Western Classification No. 59. Filed September 20, 1923. Closed October 27, 1926.

No. B-1193—1926. Morimura Bros., Inc., New York. Classification of chinaware, in cases, packed in straw.

Taken care of by the adoption of Western Classification No. 59. Filed January 5, 1924. Closed October 20, 1926.

No. B-1198—1926. Chamber of Commerce, Cedar Rapids. Petition for mixed rating, C. L. on mill feed and tankage.

Closed without prejudice. Filed February 6, 1924. Closed October 23, 1926.

No. B-1203—1926. Armour & Company, Chicago. Classification of cooked sausage.

Taken care of by the adoption of Western Classification No. 59. Filed March 7, 1924. Closed October 21, 1926.

No. B-1216—1926. Chicago & North Western Railway Company. Request to increase minimum weight on pop corn on intrastate traffic in Iowa from 30,000 to 40,000 pounds.

Taken care of by the adoption of Western Classification No. 59. Filed June 12, 1924. Closed October 22, 1926.

No. B-1232—1926. Chicago & North Western Railway Company. Application for increase in minimum weight on floor sweeping compound.

Taken care of by the adoption of Western Classification No. 59. Filed October 8, 1924. Closed October 22, 1926.

No. B-1235—1926. Burlington Shippers Association, Burlington. Petition for amendment of Rule 16 Iowa Classification to apply in connection with articles moving on commodity rates.

Taken care of by the adoption of Western Classification No. 59. Filed December 11, 1924. Closed November 29, 1926.

No. B-1237—1926. Burlington Shippers Association, Burlington. Application for change in Items 3, 4, 5, 6, 7, 8 and 9 Iowa Classification No. 15 (Couches, davenport, day beds, etc.)

Taken care of by the adoption of Western Classification No. 59. Filed January 20, 1925. Closed November 29, 1926.

No. B-1238—1926. Keokuk Shipper Association, Keokuk. Application for change in classification of motor vehicle chassis.

Taken care of by the adoption of Western Classification No. 59. Filed February 3, 1925. Closed October 20, 1926.

No. B-1239—1926. Mason City Chamber of Commerce, Mason City. Classification of automobiles, freight and passenger.

Taken care of by the adoption of Western Classification No. 59.  
Filed February 4, 1925. Closed November 29, 1926.

No. B-1243—1926. Keokuk Shippers Association, Keokuk. Classification of automobile wheels.

Taken care of by the adoption of Western Classification No. 59.  
Filed April 4, 1925. Closed October 20, 1926.

No. B-1244—1926. Armour & Company, Chicago. Classification anhydrous ammonia.

Taken care of by the adoption of Western Classification No. 59.  
Filed April 7, 1925. Closed October 21, 1926.

No. B-1245—1926. C. F. Lytle Construction Company, Sioux City. Petition for amendment to Iowa Classification to include paving outfits. Closed without prejudice.

Filed April 16, 1925. Closed November 3, 1926.

No. B-1247—1926. Hoopes and Sons, Muscatine. Application for minimum of 20,000 pounds on cantaloupes.

Inasmuch as this subject was covered by another petition, this file was closed without prejudice.

Filed April 15, 1925. Closed November 30, 1926.

No. B-1248—1926. Centerville Gypsum Company, Centerville. Rate on gypsum, ground and crushed.

This matter, after some correspondence, was set down for hearing in the office of the Board on September 21, 1925, and on October 2, 1925, the Board issued the following formal ruling:

"Formal ruling in the application of the Centerville Gypsum Company of Centerville, Iowa, in the matter of correct minimum weight applicable to shipments of ground gypsum (Egg-O-Shell), when moving at 125% of the stone rate, Item 10, Page 99, Iowa Classification No. 15.

After due notice the matter was presented to the Board on September 21, 1925, and it is the opinion of the Board that the correct minimum weight applicable on shipments within Iowa of Ground Gypsum (Egg-O-Shell) is thirty thousand (30,000) pounds, as per rule six (6) of Iowa Classification, Number fifteen (15).

This ruling in no wise affects the application of the carriers now pending before this Board for a revision of the rate and minimum applicable on shipments of ground gypsum within Iowa."

On January 25, 1926, the Board wrote these petitioners as follows:

"This being a matter of private claim, it would seem that you could recover without a great deal of expense, as the Board's ruling makes the matter a prima facie case for you. The Commission never has instituted a suit for recovery of a claim of this kind. Would suggest, however, that you take this up if you wish with Judge J. H. Henderson, State Commerce Counsel, who will advise you, I am sure, as to what course should be followed."

Since that time we have not heard from the complainant and the file has been closed.

Filed February 24, 1925. Closed January 25, 1926.

No. B-1252—1926. Burlington Shippers Association, Burlington. Petition for change in classification of three piece bed, wrapped, boxed or crated, iron or steel.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1253—1926. Burlington Shippers Association, Burlington. Petition for change in classification on three piece beds, wrapped, boxed, or crated, brass.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1254—1926. Burlington Shippers Association, Burlington. Classification, benches, dressing table, boxed, crated or fibre carton, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1255—1926. Burlington Shippers Association, Burlington. Petition for change in classification of book racks, S. U., boxed or crated, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1256—1926. Burlington Shippers Association, Burlington. Petition for change in classification of chifforobes, S. U., wrapped in burlap, wrapped, boxed or crated, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1257—1926. Burlington Shippers Association, Burlington. Petition for change in classification of chifforobes, K. D., Bds., Box. or Crt., wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1258—1926. Burlington Shippers Association, Burlington. Petition for change in classification of costumers, S. U., wrapped, wpd., bx. or crt., wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1259—1926. Burlington Shippers Association, Burlington. Petition for change in classification of costumers, K. D., bx. or crt., wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1260—1926. Burlington Shippers Association, Burlington. Petition for change in classification of dressers, wpd., bxd. or crt., wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1261—1926. Burlington Shippers Association, Burlington. Petition for change in classification of pedestals, boxed or crated, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1262—1926. Burlington Shippers Association, Burlington. Petition for change in classification of stands, baggage, wrapped, boxed or crated, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1263—1926. Burlington Shippers Association, Burlington. Petition for change in classification of stands, smoking, boxed or crated, wood.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1264—1926. Burlington Shippers Association, Burlington. Petition for change in classification of davenport, wrapped, boxed, or crated.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1265—1926. Burlington Shippers Association, Burlington. Petition for change in classification of baby carriages, crated, wheels off.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 7, 1925. Closed November 29, 1926.

No. B-1266—1926. Ford Motor Company, Des Moines. Petition for change in classification on mixed carloads of automobiles, traction engines or tractors N. O. I. B. N.

Taken care of by the adoption of Western Classification No. 59.  
Filed May 12, 1925. Closed October 21, 1926.



No. B-1267—1926. Ford Motor Company, Des Moines. Classification of vehicles, motor, automobile chassis.

Taken care of by the adoption of Western Classification No. 59.

Filed May 12, 1925. Closed October 21, 1926.

No. B-1268—1926. Ford Motor Company, Des Moines. Classification, vehicles, motor, automobile freight.

Taken care of by the adoption of Western Classification No. 59.

Filed May 12, 1925. Closed October 21, 1926.

No. B-1269—1926. Ford Motor Company, Des Moines. Classification vehicles, motor, automobiles, mixed carloads of two or more kinds or mixed carloads with parts.

Taken care of by the adoption of Western Classification No. 59.

Filed May 12, 1925. Closed October 21, 1926.

No. B-1272—1926. H. J. Heinz Company, Pittsburgh, Pa. Classification of tomatoes.

Taken care of by the adoption of Western Classification No. 59.

Filed May 12, 1925. Closed November 29, 1926.

No. B-1273—1926. Dubuque Shippers Association, Dubuque. Classification of mattresses.

Taken care of by the adoption of Western Classification No. 59.

Filed May 19, 1925. Closed November 29, 1926.

No. B-1275—1926. The Monarch Company, Webster City. Classification of jugs, thermo, glass, insulated and steel, jacketed in boxes, L. C. L.

Taken care of by the adoption of Western Classification No. 59.

Filed November 18, 1924. Closed October 19, 1926.

No. B-1276—1926. Omaha Chamber of Commerce v. Chicago & North Western Railway Company. Rates on magnesite stucco intrastate.

On December 1, 1920, the Board ruled that carload shipments of exterior building stucco should properly take the stucco commodity rate. With further reference to this case the Chicago, Burlington & Quincy Railroad Company were advised on November 3, 1925:

"That exterior building stucco would include pebble dash and other articles to complete the work. The stucco rate should apply on all such shipments moving locally within the state."

This complaint really arose over a claim for overcharge which was filed by the complainants, and the files would indicate that it was finally properly adjusted.

Filed April 17, 1925. Closed December 2, 1925.

No. B-1287—1926. Chicago & North Western Railway Company. Petition for authority to cancel Two for One Rule locally in Iowa. Co-operation, C. L. between points in Iowa intrastate. Adjusted.

Filed September 3, 1925. Closed December 2, 1925.

No. B-1290—1926. Board of Railroad Commissioners, Des Moines. Cancellation of rule fifty "I" supplement forty-five, R. C. Dearborn No. 1 (one) perishable protective tariff No. 2 (two.)

On September 18, 1925, the Board advised the complainants as follows:

"The Commission approves application to restore the provisions of Rule 50-H, Perishable Protective Tariff No. 2 to permit such free handling of ventilating frames on statutory notice, and that the suspension order of this Board, dated September 9th is vacated and set aside from and after the effective date of the rule permitting the free carriage of ventilating frames used in connection with bulk shipments of cabbage."

Subsequently this case lay dormant in our files for a long period of time and was closed without prejudice.

Filed August 2, 1925. Closed December 2, 1925.

No. B-1292—1926. W. H. Taylor Co., Des Moines. Rate on Steel Basement Windows, unglazed, (Frame and sash combined).

Satisfactorily taken care of by the adoption of Western Classification No. 59.

Filed September 24, 1925. Closed November 26, 1926.

No. BB-1295—1926. Illinois Central Railroad Company. Application for authority to publish on one day's notice rates on carload brick at 11c per 100 lbs.

On December 2, 1925, authority was granted the Illinois Central Railroad Company to publish, on one day's notice, a rate of 11c per 100 lbs. on brick, carload, Sioux City, Iowa, to Marshalltown, Iowa, via Ackley and the M. & St. L. Railroad.

Filed November 27, 1925. Closed December 2, 1925.

No. BB-1296—1926. Waterloo, Cedar Falls & Northern Railway Company. Application to establish commodity rates on soap from Cedar Rapids, Iowa, to Waterloo, Iowa, on less than statutory notice.

On December 3, 1925, authority was granted the Waterloo, Cedar Falls & Northern Railway Company to publish rate on soap, Cedar Rapids to Waterloo, Iowa, as set out in G. F. D. No. 311, effective on three day's notice.

Filed November 27, 1925. Closed December 3, 1925.

No. BB-1297—1926. Chicago Great Western Railroad Company. Application for authority to publish on one day's notice switching rates of \$6.50 a car on sugar from the Northern Sugar Corporation to a point of interchange on the M. C. & C. L. R. R. Co.

On December 23, 1925, authority was granted the Chicago Great Western Railroad Company to establish emergency switching charge, \$6.50 per car sugar from plant Northern Sugar Corporation, Mason City, to point interchange Mason City and Clear Lake Railroad when destined warehouses latter line, effective publication.

Filed December 21, 1925. Closed December 23, 1925.

No. BB-1299—1926. Chicago, Milwaukee & St. Paul Railway Company. Application for authority to publish on less than statutory notice, rates on crushed stone, at \$1.00 per net ton from Buffalo, Iowa and from Linwood, Iowa, to Sigourney, Iowa.

On January 4, 1926, authority was granted the Chicago, Milwaukee & St. Paul Railway Company to publish on statutory notice a rate of \$1.00 per net ton of 2000 pounds on crushed stone, carloads, minimum weight 90% of marked capacity of car except where cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds per car from Buffalo, Iowa, and \$1.63 per net ton from Linwood, Iowa, to Sigourney, Iowa.

Filed December 30, 1925. Closed January 4, 1926.

No. BB-1300—1926. Chicago, Milwaukee & St. Paul Railway Company. Application for authority to publish on one day's notice rates on brick and articles taking the same rate.

On December 9, 1925, authority was granted the Chicago, Milwaukee & St. Paul Railway Company to publish on one day's notice rate of 11c per hundred pounds on brick, Sioux City to Marshalltown.

Filed December 5, 1925. Closed December 10, 1925.

No. B-1301—1926. E. A. Wickham & Company, Omaha, Neb. v. Chicago & North Western Railway Company. Overcharge freight. Adjusted.

Filed June 11, 1925. Closed December 12, 1925.

No. BB-1302—1926. Minneapolis & St. Louis Railroad Company. Application for permission to establish on one day's notice rates on brick, C. L., from Sheffield, Iowa, to Storm Lake, Iowa.

On January 14, 1926, authority was granted the Minneapolis & St. Louis Railroad Company to establish on one day's notice a rate of 8.5c per 100 pounds on brick, carloads, from Sheffield, Iowa, to Storm Lake, Iowa.

Filed January 12, 1926. Closed January 14, 1926.

No. B-1303—1926. Marshall Canning Company, Marshalltown. Application for commodity rates on fresh tomatoes and cucumbers based on the present C class rate, minimum C. L. 24,000 pounds and consigned to canning companies for canning purposes.

On October 23, 1926, the Board wrote the complainants in this case and advised that the adoption of Western Classification No. 59 took care of the complaint. In so far as cucumbers in brine, C. L. was concerned, this was given a new file number and is now pending in Docket No. B-1497.

Filed January 2, 1926. Closed November 26, 1926.

No. B-1306—1926. Clinton Corn Syrup Refining Company, Clinton. Classification of corn syrup.

Taken care of by adoption of Western Classification No. 59.

Filed January 28, 1926. Closed October 19, 1926.

No. B-1307—1926. Walter Huncke, Des Moines, v. Des Moines & Central Iowa Railroad. Computation of distance table. Closed without prejudice.

Filed January 29, 1926. Closed June 17, 1926.

No. B-1308—1926. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to publish a rate of 7.9c per 100 lbs. on steel stampings, carload, from Waterloo to Cedar Rapids, when destined points on connecting lines within the state of Iowa. Closed without prejudice.

Filed February 3, 1926. Closed February 12, 1926.

No. BB-1309—1926. Chicago, Milwaukee & St. Paul Railway Company. Application for authority to amend on one day's notice items 140 and 145 supplement 9-10-800 I, providing eighty per cent of rates therein to apply on joint traffic.

On February 4th authority was granted the Chicago, Milwaukee & St. Paul Railway to amend on one day's notice items 140 and 145, Supplement 9-10-800 I, providing eighty per cent of rates therein to apply on joint traffic.

Filed February 3, 1926. Closed February 4, 1926.

No. BB-1310—1926. Waterloo, Cedar Falls & Northern Railway Company, Chicago Great Western R. R. Co., and Illinois Central Ry. Co., Chicago. Application for permission to publish on one day's notice reduced rates on intra and inter terminal switching movements in Waterloo, Iowa.

On February 17th authority was granted the applicants to publish and make effective on one day's notice switching rates over two lines of 14 cents per one hundred pounds, minimum \$6.30 per car for the originating line, and \$3.15 per car for the delivering line, at Waterloo, Iowa.

Filed February 15, 1926. Closed February 17, 1926.

No. BB-1311—1926. Minneapolis & St. Louis Railroad Company. Application for rate on brick and articles taking the same rate, from Kalo to Manly, Iowa, 6½c per 100 lbs., and to Northwood, Iowa, 8c per 100 lbs., minimum weight 60,000 lbs. C. L.

On February 20 authority was granted the Minneapolis & St. Louis Railroad Company to establish rate of 6½c per 100 lbs. Kalo to Manly, Iowa, and 8c per 100 lbs., Kalo to Northwood, Iowa, on brick and articles taking same rates, carloads, minimum weight 60,000 lbs. as provided in Iowa Lines Tariff 160-D issued by E. B. Boyd, Agent.

Filed February 19, 1926. Closed February 20, 1926.

No. BB-1312—1926. Minneapolis & St. Louis Railroad Company. Application to reinstate in supplement to tariff 864 C the 75 mile Iowa distance rate on sugar, brick and articles taking the same rate.

On March 5th authority was granted the Minneapolis & St. Louis Railroad Company to establish on one day's notice, rates on sugar, brick

and articles taking same rates, CL, Mason City to Fort Dodge, on the basis of 75 mile Iowa distance tariff.

Filed March 3, 1926. Closed March 5, 1926.

No. B-1313—1926. Dubuque Shippers Association, Dubuque. Classification, iron or steel roofing, N. O. I. B. N. see note 6, and iron or steel ridging or ridge roll, loose or in packages, mixed C. L. minimum weight 35,000 lbs., 5th class.

Taken care of by the adoption of Western Classification No. 59.

Filed March 9, 1926. Closed November 29, 1926.

No. BB-1315—1926. Chicago, Rock Island & Pacific Railway Company. Application for authority to publish on one day's notice local rates on soft coal C. L. from Williamson, Iowa, and Melcher, Iowa, to Des Moines, Iowa.

On March 4th authority was granted the C. R. I. & P. Railway Company to publish, on one day's notice, local rates on soft coal, carloads, from Williamson and Melcher, Iowa, to Des Moines, Iowa, 82c per ton on lump and nut coal, 72c on pea and slack.

Filed March 3, 1926. Closed March 4, 1926.

No. BB-1316—1926. Wabash Railway Company. Application for permission to make effective March 9, 1926, Wabash tariff C-17050, continuing coal rate \$1.06 from Tracy, Iowa, to Clive, Iowa.

On March 12th authority was granted the Wabash Railway Company to file Wabash tariff C-17050, continuing coal rate of \$1.06 per ton Tracy to Clive effective as of March 9th.

Filed March 12, 1926. Closed March 12, 1926.

No. BB-1318—1926. Illinois Central Railroad Company. Application for rate of 72c per ton on gravel from Northwestern Gravel pit to Merrill, Iowa, and Wren, Iowa, on one day's notice.

On March 3d authority was granted the Illinois Central Railroad Company to establish rate of 72c per ton on gravel from Northwestern Gravel Company pit to Merrill, Iowa, and Wren, Iowa.

Filed March 3, 1926. Closed March 3, 1926.

No. BB-1322—1926. Chicago, Milwaukee & St. Paul Railway Company. Application to establish on one day's notice rate of 91c per ton on sand and gravel, C. L., Muscatine to Sigourney, Iowa.

On March 31st authority was granted the Chicago, Milwaukee & St. Paul Railway Company to establish on one day's notice rate of 91c per ton on sand and gravel carloads, Muscatine to Sigourney.

Filed March 31, 1926. Closed March 31, 1926.

No. BB-1323—1926. Des Moines & Central Iowa Railroad Company. Application for authority to publish week end excursion fares between Stations on D. M. & C. I. R. R. line.

On April 3d authority was granted the Des Moines & Central Iowa Railroad Company to publish week end excursion rates between stations on the Des Moines and Central Iowa Railroad on the basis of one fare plus 25c for the round trip where such fare will be \$1.00 or more, to be made effective at Noon Friday of each week, good returning prior to Noon on Monday of the following week, April 9 to May 3 inclusive.

Filed April 3, 1926. Closed April 3, 1926.

No. B-1324—1926. Armour & Company, Chicago. Classification of animal or poultry feed consisting of animal products. Adjusted.

Filed November 27, 1925. Closed June 3, 1926.

No. BB-1325—1926. Des Moines & Central Iowa Railroad. Petition to publish on less than statutory notice soft coal rates to points on Des Moines & Central Iowa Railroad.

On April 17th authority was granted the Des Moines & Central Iowa Railroad Company to publish on short notice soft coal rates, carload, between stations in Iowa, on the Des Moines and Central Iowa Railroad,



minimum weight 50,000 pounds unless marked capacity of car is less, in which case the marked capacity of car will be the minimum.

Filed April 14, 1926. Closed April 17, 1926.

No. BB-1326—1926. Minneapolis & St. Louis Railroad Company. Permission to publish on one day's notice rates on brick and articles taking the same rate, 8c per 100 lbs. from Sheffield, Iowa, to Newton, Iowa.

On April 17th authority was granted the Minneapolis & St. Louis Railroad Company to publish on short notice, rates on brick and articles taking same rate of C. L., Sheffield to Newton, Iowa, at 8c per 100 lbs. via Minneapolis & St. Louis Railroad direct.

Filed April 14, 1926. Closed April 17, 1926.

No. BB-1327—1926. Minneapolis & St. Louis Railroad Company. Petition for permission to publish on one day's notice rates on brick and articles taking the same rate, 9c per 100 lbs. from Mason City, Iowa, to Newton, Iowa.

On April 17th authority was granted the Minneapolis & St. Louis Railroad Company to establish on one day's notice rates on brick and articles taking same rate C. L., Mason City to Newton, Iowa, via Minneapolis & St. Louis direct at 9c per 100 lbs.

Filed April 14, 1926. Closed April 17, 1926.

No. BB-1328—1926. Minneapolis & St. Louis Railroad Company. Petition to make effective on one day's notice commodity rates on brick from Humboldt, Iowa, to Storm Lake, Iowa, at 7½c per 100 lbs.

On April 17th authority was granted the Minneapolis & St. Louis Railroad Company to establish a rate of 7½c on brick and articles taking same rates as described in Item 1030 of Agent E. B. Boyd's Freight Tariff 160-D from Humboldt, Iowa, to Storm Lake, Iowa, Minimum weights as described in Item 1030 of Agent E. B. Boyd's tariff 160-D.

Filed April 15, 1926. Closed April 17, 1926.

No. BB-1329—1926. Minneapolis & St. Louis Railroad Company. Petition to publish commodity rates on brick and articles taking the same rate 8½c per 100 lbs. from Kalo to Newton, Iowa, on one day's notice.

On April 21st authority was granted the Minneapolis & St. Louis Railroad Company to establish on one day's notice a rate of 8½c per 100 lbs. on brick and articles taking same rates as described in Item 1030 of Agent E. B. Boyd's Freight Tariff 160-D from Kalo, Iowa, to Newton, Iowa.

Filed April 20, 1926. Closed April 21, 1926.

No. BB-1330—1926. Chicago, Milwaukee & St. Paul Railway Company. Petition for authority to establish, on one day's notice, change in rates, amend G. F. D. 7280-H, 21c rate on compound sweeping, dry, (not disinfectant) in barrels or drums, in glass jars boxed or in tin cans crated, C. L. Minimum 30,000 lbs. from Davenport, Iowa, to Sioux City, Iowa.

On April 23d authority was granted the Chicago, Milwaukee & St. Paul Railway Company to establish on one day's notice, by amendment to G. F. D. 7280-H, rate of 21c on compound, sweeping, dry (not disinfectants) in barrels, or drums, in glass jars boxed, or in tin cans crated carload minimum weight 30,000, from Davenport, Iowa, to Sioux City, Iowa.

Filed April 22, 1926. Closed April 23, 1926.

No. BB-1331—1926. Des Moines & Central Iowa Railroad. Petition to publish week-end excursions at one fare plus 25c for round trip; tickets on sale May 7, 14, 21, 28, and June 7, effective on short notice.

On May 3d authority was granted the Des Moines & Central Iowa Railroad Company to publish week-end excursions at one fare plus 25c for the round trip tickets to be on sale Friday May 7, 14, 21, 28 and June 4, effective on short notice.

Filed May 3, 1926. Closed May 3, 1926.

No. BB-1332—1926. Hart-Parr Company, Charles City. Establishment of C. L. rate of fourth class, 30,000 lbs. minimum on cast iron road markers, L. S. N., effective June 14, 1926.

On June 11th authority was granted for a carload rate of fourth class on cast iron road markers, L. S. N., effective June 14, 1926, 30,000 lbs. minimum. Cancels Items 18 and 23, Page 130, Iowa Classification No. 15, Filed June 8, 1926. Closed June 11, 1926.

No. BB-1333—1926. Minneapolis & St. Louis Railroad Company. Application to make effective on one day's notice, without applying rate as maximum at intermediate stations, commodity rate on brick and articles taking the same rate as described in Item 170, E. B. Boyd's Tariff 160-D from Ft. Dodge, Iowa, to Truesdale, Iowa.

On June 17th authority was granted the Minneapolis & St. Louis Railroad Company to establish on one day's notice a rate of 7c per 100 pounds on brick and articles taking same rates as described in Item 170, E. B. Boyd's Tariff 160-D from Ft. Dodge, Iowa, to Truesdale, Iowa.

Filed June 16, 1926. Closed June 17, 1926.

No. B-1334—1926. The Adams Company, Dubuque. Classification on "Adams Plant Props" at the fourth class rating.

Taken care of by the adoption of Western Classification No. 59.

Filed June 21, 1926. Closed October 26, 1926.

No. BB-1335—1926. Chicago & North Western Railway Company. Application for L. S. N. rate of four and eight tenths cents (4.8c) on common brick from Sioux City, Iowa, to Sargent Bluffs.

On June 25th authority was granted the Chicago & North Western Railway Company to establish rate of 4.8c on common brick Sioux City and Sargent Bluffs to Council Bluffs.

Filed June 25, 1926. Closed June 25, 1926.

No. B-1336—1926. Commerce Counsel of Iowa v. Western Trunk Lines. Petition for suspension of change in rule 965-A of supplement No. 3 to W. T. L. circular No. 1-S, which covers furnishing cars of different size than ordered. Adjusted.

Filed June 24, 1926. Closed October 4, 1926.

No. BB-1337—1926. Minneapolis & St. Louis Railroad Company. Application to make effective on one day's notice rate on all freight on the line of the petitioner and Iowa Southern Utilities Company between Centerville, Iowa, and Gowrie, Iowa, applying the Iowa distance rates for 175 miles.

On July 2d authority was granted the Minneapolis & St. Louis Railroad Company to establish and make effective on one day's notice Iowa Distance Rates for 175 miles on all freight between Centerville, Iowa, and Gowrie, Iowa.

Filed June 30, 1926. Closed July 2, 1926.

No. BB-1340—1926. Minneapolis & St. Louis Railroad Company. Petition to establish and make effective on one day's notice, without applying the maximum at intermediate stations, rates on all freight between Ft. Dodge, Iowa, and Hampton, Iowa, applying Iowa distance rates, 60 miles.

On July 10th authority was granted the Minneapolis & St. Louis Railroad Company to establish and make effective on one day's notice Iowa Distance Rates for 60 miles on all freight between Ft. Dodge, Iowa, and Hampton, Iowa.

Filed July 8, 1926. Closed July 10, 1926.

No. BB-1341—1926. Waterloo, Cedar Falls & Northern Railway Company. Application for permission to publish on one day's notice, line haul rate on sand, moulding sand and gravel, from Clayton, Iowa, to Waterloo, Iowa.

On August 5th authority was granted the Waterloo, Cedar Falls & Northern Railway Company to publish on one day's notice line haul rate

on sand, moulding sand and gravel, from Cedar Rapids to various points on its line.

Filed July 19, 1926. Closed August 5, 1926.

No. BB-1342—1926. Chicago & North Western Railway Company. Application to amend Am. Ry. Express I. C. C. 2215, on milk and cream, on one day's notice.

On July 7th authority was granted the Chicago & North Western Railway Company to amend American Railway Express Company ICC 2215 on milk and cream between Iowa points so as to apply from stations on other lines to stations on Chicago & North Western effective on one day's notice.

Filed July 7, 1926. Closed July 7, 1926.

No. BB-1343—1926. Minneapolis & St. Louis Railroad Company. Application to apply rate on all freight between Des Moines and Hampton, Iowa, and apply Iowa distance rates, 95 miles.

On June 9th authority was granted the Minneapolis & St. Louis Railroad Company to establish and make effective on one day's notice Iowa Distance Rates, 95 miles, on all freight between Des Moines, Iowa, and Hampton, Iowa.

Filed June 3, 1926. Closed June 9, 1926.

No. BB-1344—1926. Des Moines & Central Iowa Railroad. Application for permission to publish week end excursion fares of one fare plus 25c for round trip.

On June 9th authority was granted the Des Moines & Central Iowa Railroad to establish week-end excursion fares of one fare plus twenty-five cents for the round trip, effective June 11th.

Filed June 7, 1926. Closed June 9, 1926.

No. BB-1345—1926. Chicago, Milwaukee & St. Paul Railway Company. Application for permission to establish on one day's notice rate of 4.8c per 100 lbs. on brick from Sioux City, Iowa, to Council Bluffs, Iowa.

On August 9th authority was granted the Chicago, Milwaukee & St. Paul Railway Company to establish on one day's notice rate of 4.8c per 100 lbs. on brick from Sioux City to Council Bluffs, Iowa.

Filed August 9, 1926. Closed August 9, 1926.

No. B-1346—1926. Commerce Counsel of Iowa v. Des Moines Union Railway Company. Application for suspension of item 15A to supplement No. 1 to I. C. C. No. 27 of The Des Moines Union Railway Company. Satisfactorily adjusted.

Filed August 13, 1926. Closed August 23, 1926.

No. BB-1347—1926. Chicago, Milwaukee & St. Paul Railway Company. Application to establish on one day's notice rate of 8c per 100 lbs. on brick and articles taking the same rate, from Sioux City, Iowa, to Neola, and Underwood, Iowa.

On August 21st authority was granted the Chicago, Milwaukee & St. Paul Railway Company to establish rate of 8c per 100 lbs. on brick and articles taking same rate, from Sioux City to Neola and Underwood, Iowa, effective on one day's notice.

Filed August 21, 1926. Closed August 21, 1926.

No. B-1348—1926. Morton Salt Company, Chicago, Illinois. Classification of salt.

Taken care of by the adoption of Western Classification No. 59.

Filed August 24, 1926. Closed November 29, 1926.

No. BB-1349—1926. Des Moines & Central Iowa Railroad. Application for authority to publish on short notice rate of one fare for round trip account State Fair.

On August 25th authority was granted the Des Moines & Central Iowa Railroad Company to publish on short notice passenger rates of one fare for the round trip account of the Iowa State Fair.

Filed August 25, 1926. Closed August 25, 1926.

No. B-1350—1926. Omaha Chamber of Commerce, Omaha. Classification of oilcloth, floor, cork, carpet and linoleum.

Taken care by the adoption of Western Classification No. 59.

Filed August 25, 1926. Closed October 20, 1926.

No. BB-1353—1926. Chicago, Milwaukee & St. Paul Railway Company. Application to establish on one day's notice rate on sand and gravel from Muscatine, Buffalo and Linwood, Iowa, to Centerville, Iowa.

On September 17th authority was granted the Chicago, Milwaukee & St. Paul Railway Company to establish on one day's notice rate of \$1.19½ per ton, 2900 pounds sand and gravel, Muscatine to Centerville in connection with Iowa Southern Utilities Company via Trask; also rate of \$1.28½ per ton, 2000 pounds, crushed stone, Buffalo and Linwood to Centerville, minimum weight 90% marked capacity of car except cars loaded full visible capacity of actual weight will apply not less than 40,000 pounds per car.

Filed September 16, 1926. Closed September 17, 1926.

No. BB-1355—1926. Waterloo, Cedar Falls & Northern Railway Company. Application for proportional rates (on one day's notice) on sand and gravel from Golinvaux, Iowa, to Cedar Rapids, Iowa. Destined points on connecting lines within the state of Iowa.

On September 28th authority was granted the Waterloo, Cedar Falls and Northern Railway Company to place in effect on one day's notice proportional rates on sand and gravel from Golinvaux to Cedar Rapids in accordance with G. F. D. 314.

Filed September 28, 1926. Closed September 28, 1926.

No. B-1358—1926. Burlington Shippers Association, Burlington. Change in classification on tanks and troughs and mixture with agricultural implements.

Taken care of by the adoption of Western Classification No. 59.

Filed July 14, 1926. Closed November 29, 1926.

No. B-1359—1926. Sioux City Grain Exchange and Sioux City Traffic Bureau. Petition for suspension of increased minimum weight on grain products moving fifth class, Agent E. B. Boyd's 100 A-1634 and A-1644. Satisfactorily adjusted.

Filed July 30, 1926. Closed October 3, 1926.

No. BB-1360—1926. Des Moines & Central Iowa Railroad. Application to publish week-end excursion fares at rate of one fare plus 25c for round trip, effective one day's notice.

On July 27th authority was granted the Des Moines & Central Iowa Railroad to publish on short notice, week-end excursion fares of one fare plus 25c for the round trip.

Filed July 26, 1926. Closed July 27, 1926.

No. B-1362—1926. Dubuque Shippers Association, Dubuque. Application for commodity rates on cave troughs, etc.

Withdrawn.

Filed August 19, 1926. Closed October 15, 1926.

No. B-1363—1926. Northwestern Portland Cement Company and Hawkeye Portland Cement Company, Des Moines. Elimination of rule requiring repayment on return of empty cement sacks.

Satisfactorily adjusted.

Filed July 30, 1926. Closed August 26, 1926.

No. BB-1366—1926. Chicago Great Western Railroad Company. Petition to make effective on one day's notice switching rate of \$5.00 per car on scrap iron within the switching limits of Waterloo, Iowa.

On October 8th authority was granted the Chicago Great Western Railroad Company to publish on one day's notice, rate of \$5.00 per car on scrap iron, carloads, from industries on the Chicago Great Western



Railroad in Waterloo to connecting lines in Waterloo, destined to industries within the switching limits of Waterloo.

Filed October 4, 1926. Closed October 8, 1926.

No. BB-1367—1926. Minneapolis & St. Louis Railroad Company. Petition to establish on one day's notice, commodity rates on all freight between Des Moines and Sheffield, Iowa, apply Iowa distance rates, 103 miles.

On October 14th authority was granted the Minneapolis & St. Louis Railroad Company to establish on short notice Iowa Distance Rates for 103 miles on All Freight between Des Moines and Sheffield, Iowa.

Filed October 12, 1926. Closed October 14, 1926.

No. BB-1368—1926. Illinois Central Railroad Company. Petition to establish on one day's notice rate of \$5.00 per car on scrap iron, C. L. from industries on I. C. lines, within switching limits of Waterloo, to connecting lines.

On October 14th authority was granted the Illinois Central Railroad Company to establish rate of \$5.00 per car on scrap iron, carload, from industries on the Illinois Central Railroad within switching limits of Waterloo, Iowa, to connections when destined to industries on other roads within the switching limits of Waterloo, effective October 15, 1926.

Filed October 13, 1926. Closed October 14, 1926.

No. BB-1369—1926. Tama & Toledo Railroad Company. Application to issue on one day's notice Supplement No. 1, Local State No. 2, Tama & Toledo R. R. Co.

On October 8th authority was granted the Tama and Toledo Railroad to issue on one day's notice, Supplement No. 1, Local Tariff State No. 2, Tama and Toledo Railroad.

Filed October 6, 1926. Closed October 8, 1926.

No. BB-1370—1926. Iowa Southern Utilities Company, Centerville. Application to make effective on five days' notice rate of twenty-five cents per ton, 2000 lbs. on shale from Centerville to Moravia, C. L. minimum 40,000 lbs.

On October 18th authority was granted the Iowa Southern Utilities Company to establish on five days' notice rate on shale, carloads, from Centerville Iowa, to Moravia, Iowa, 25¢ per ton of 2,000 lbs., minimum 40,000 lbs., as provided in G. F. D. No. 18.

Filed October 16, 1926. Closed October 18, 1926.

No. BB-1371—1926. Minneapolis & St. Louis Railroad Company. Establishment of a rate of \$1.42 per 2000 lbs. on sugar beets, from Rembrandt to Belmond, Iowa, on one day's notice.

On October 21st authority was granted the Minneapolis & St. Louis Railroad Company, W. H. Bremner, Receiver, to establish and make effective on one day's notice a rate of \$1.42 per ton of 2000 lbs. on Sugar Beets, C. L., from Rembrandt, Iowa, to Belmond, Iowa.

Filed October 20, 1926. Closed October 21, 1926.

No. BB-1378—1926. Minneapolis & St. Louis Railroad Company. Application to establish on one day's notice switching rate in Des Moines, Iowa, at \$9.00 per car.

On November 4th authority was granted the Minneapolis & St. Louis Railroad Company to establish a rate of \$9.00 per car, effective on one day's notice, on sand and gravel C. L. from the M. & St. L. R. R. tracks of Independent Sand & Gravel Co. near 48th St., within Des Moines city limits to their yard located on M. & St. L. R. R. tracks near 12th St. at Des Moines, Iowa.

Filed November 1, 1926. Closed November 3, 1926.

No. BB-1422—1926. Chicago Great Western Railroad Company. Application for permission to establish switching rate of \$6.50 per car on dried beet pulp, from American Beet Sugar Co. to point of interchange

on M. C. & C. L. and to warehouse, Mason City, Iowa, on less than statutory notice.

On November 15th authority was granted the Chicago Great Western Railroad Company to establish a switching rate of \$6.50 per car on dried beet pulp from the plant of the American Beet Sugar Company to a point of interchange with the Mason City and Clear Lake Railroad, applying on shipments going to warehouses within the switching district of Mason City, this rate to be established on one day's notice.

Filed November 13, 1926. Closed November 15, 1926.

No. B-1496—1926. Iowa Farm Bureau Association, Des Moines. Application for commodity rate on hay, baled, same as present class "D" rate, minimum weight 20,000 lbs.

Application withdrawn.

Filed November 15, 1926. Closed November 26, 1926.

### General Cases Closed By Correspondence

No. A-5132—1911. W. W. Ottosen, et al., Ottosen, v. Chicago, Rock Island & Pacific Railway Company, Train Service.

This old case was reopened on October 28, 1925, the original complainant advising that the flag service heretofore inaugurated had been discontinued. The complaint was satisfactorily taken care of and closed on March 8, 1926.

Reopened October 26, 1925. Closed March 8, 1926.

No. A-9808—1921. Citizens of Martensdale, by Mr. A. M. Dunn, Martensdale, v. Chicago, Rock Island & Pacific Railway Company and Chicago, Burlington & Quincy Railroad Company. Station Service—Petition for joint agent at Martensdale.

This old case was reopened on January 25, 1926, by Mr. W. E. Drips, of Wallace's Farmer. After some correspondence, the file was closed without prejudice.

Reopened January 26, 1926. Closed June 4, 1926.

No. A-3634—1926. Iowa Falls Community Club, by Hon. Commerce Counsel, Des Moines, Iowa, v. Chicago, Rock Island & Pacific Railway Company. Petition for new and adequate depot at Iowa Falls.

After considerable investigation and correspondence between the petitioners, both by this office and the Office of the Commerce Counsel, this file was closed without prejudice.

Filed March 8, 1921. Closed February 27, 1926.

No. A-3810—1924. Board of Supervisors of Carroll County v. Chicago Great Western. Highway Crossing.

This old case was reopened by the Chicago Great Western Railroad Company and, after some correspondence, was set down for hearing on December 1, 1925, the premises having theretofore been inspected. At this hearing an amicable arrangement was entered into between the Chicago Great Western Railroad Company and the County officials, and the file was closed on December 4, 1925.

Reopened July 16, 1925. Closed December 4, 1925.

No. A-4053—1926. Board of Supervisors of Poweshiek County, by Iowa State Highway Commission, v. Chicago, Rock Island & Pacific Railway Company. Highway Crossing at Brooklyn.

After the usual correspondence between this office and the petitioners and the defendant railway company, the case was set down for hearing at Brooklyn, Iowa, on October 1, 1924, but the hearing was subsequently cancelled, at the request of the Iowa State Highway Commission. Later, the Highway Commission advised that a satisfactory agreement had been entered into with the railway company and that the action might be dismissed.

Filed July 5, 1924. Closed December 4, 1925.

No. A-4086—1926. City of Chariton v. Chicago, Burlington & Quincy. Viaduct.

After some correspondence, and upon inspection of the premises, this case was heard, at Chariton, Iowa, on May 4, 1925, and notation was entered of record that the file would be held open pending report from the railroad company and the City as to their proposed conference entered into in an effort to settle the difficulties between themselves. The City had not complied with the statutes requiring that an ordinance be passed by them as to the construction of the viaduct, and inasmuch as this file was not in proper shape to come to a formal hearing, it was closed without prejudice to the City of Chariton filing proper ordinance and petition requesting the construction of the viaduct.

Filed August 22, 1924. Closed February 26, 1926.

No. A-4030—1926. O. L. Hyde, Sioux City, v. Wabash. Station Facilities and Service.

This complaint was taken up with the defendant railroad company, but nothing was done inasmuch as the complainant advised the Board that he did not care to press the case.

Filed May 9, 1924. Closed November 29, 1926.

No. A-4113—1926. Hon. Ira A. Gripp, Afton, v. Chicago, Burlington & Quincy, et al. Train Service. Train connection at Afton Junction.

After considerable correspondence with the railroad companies involved, and the complainants, the file was closed without prejudice, the complainants having failed to respond to inquiries from this office as to whether or not they desired a formal hearing.

Filed March 30, 1925. Closed December 15, 1925.

No. A-4118—1926. Board of Supervisors of Jasper County v. Chicago, Rock Island & Pacific. Highway crossing near Kellogg.

After considerable correspondence and somewhat lengthy hearing upon this complaint, the Iowa State Highway Commission advised that the file might be closed inasmuch as it had been satisfactorily disposed of between the complainant and the railway company.

Filed May 15, 1925. Closed January 8, 1926.

No. A-4121—1926. Citizens of Oakley v. Chicago, Burlington & Quincy. Station facilities and service.

After considerable correspondence and a personal investigation by a representative of this Department, the file was closed without prejudice.

Filed May 4, 1925. Closed December 3, 1925.

No. A-4130—1926. City Council, Sheldon, v. Chicago, Milwaukee & St. Paul. Crossing protection.

Satisfactorily adjusted.

Filed July 6, 1925. Closed February 11, 1926.

No. A-4135—1926. City of Iowa City v. Chicago, Rock Island & Pacific Railway. Viaduct.

This case was the subject of considerable correspondence, and finally a representative of the Board made an inspection of the premises involved. Some time after this inspection the complainants advised that they had on October 1, 1926, let a contract to A. A. Alexander to construct a new viaduct, the City to bear one-third of the cost thereof and the Rock Island two-thirds, the street railway company using the present viaduct to take up its tracks and equipment and put in new equipment when required for its use.

Filed July 13, 1925. Closed October 4, 1926.

No. A-4139—1926. E. D. Haecker, County Auditor, Franklin County, Hampton, v. Chicago, Rock Island & Pacific. Bridge—Highway crossing.

Satisfactorily adjusted.

Filed August 28, 1925. Closed October 2, 1926.

No. A-4142—1926. Farmers' Elevator Company, Deloit, v. Illinois Central. Site.

Satisfactorily adjusted.

Filed September 21, 1925. Closed February 18, 1926.

No. A-4148—1926. Eric Bring, Moline, v. Chicago & North Western. Freight service.

The complainant failing to reply to inquiries from this office as to whether or not he desired a formal hearing, the file was closed without prejudice.

Filed October 6, 1925. Closed February 28, 1926.

No. A-4150—1926. A. W. Dales, Harlan, v. Chicago, Burlington & Quincy. Private crossing.

Satisfactorily adjusted.

Filed November 3, 1925. Closed July 15, 1926.

No. A-4152—1926. Edith H. Miller, et al, Morley, v. Chicago, Milwaukee & St. Paul. Train service.

The railroad company made arrangements to stop certain trains to accommodate the patrons at Morley, and the file was closed without prejudice.

Filed November 6, 1925. Closed December 14, 1925.

No. A-4190—1926. Town of Talmage v. Chicago Great Western. Station facilities and service.

The complainants failing to reply to inquiries from this office as to whether or not a formal hearing was desired, the file was closed without prejudice.

Filed December 3, 1925. Closed June 10, 1926.

No. A-4191—1926. Robert J. Shaw, County Attorney, Keokuk, by Don M. Griswold, State Health Commissioner, Des Moines, v. Chicago, Rock Island & Pacific. Throwing of dead chickens from trains.

This complaint was taken up with the railway company, who advised that they had issued instructions to their employees as to the proper handling of chickens dying in transit, and so far as their employees were concerned, the dead chickens were being properly disposed of. The complainants were asked if they desired a formal hearing in this complaint, and failing to reply to inquiries from this office, after a considerable length of time the file was closed without prejudice.

Filed November 11, 1925. Closed February 25, 1926.

No. A-4193—1926. City of Ft. Madison v. Chicago, Burlington & Quincy. Highway crossing—crossing protection. Adjusted.

Filed December 9, 1925. Closed March 30, 1926.

No. A-4194—1926. Citizens of Commerce v. Chicago, Rock Island & Pacific. Station facilities and service.

The railway company having advised that the revenues at this station would not warrant the reinstatement of the regular agent, the complainants were so advised, with the request that they state whether or not they desired the case set down for formal hearing. No replies having been received from several inquiries, the file was closed.

Filed Dec. 28, 1925. Closed March 6, 1926.

No. A-4195—1926. P. H. Lyster, Cornell, v. Minneapolis & St. Louis. Site.

This seems to have been a case wherein the complainant anticipated an advance in rental charge. The railroad company advised that they had not yet raised the annual rent on this site and suggested that we close the file, as they felt sure they would be able to make satisfactory arrangements with Mr. Lyster. Consequently Mr. Lyster was advised that the file would be closed without prejudice, and that he would have the right to have the case reopened at any time he desired.

Filed Jan. 5, 1926. Closed June 15, 1926.

No. A-4196—1926. C. O. Friedland, Linn Grove, v. Chicago & North Western. Freight service. Satisfactorily adjusted.

Filed Jan. 16, 1926. Closed June 2, 1926.



No. A-4197—1926. Farmers Telephone Company, Vinton, v. Chicago, Rock Island & Pacific. Wires over Railroads.

After considerable investigation and correspondence, Mr. G. D. Hood, Superintendent of Telegraph of the Chicago, Rock Island & Pacific Railway Company, advised that he "did not believe it imperative to require standard construction of the particular crossing referred to, and you will therefore please close your file on the subject." The file was closed without prejudice.

Filed March 28, 1925. Closed Sept. 25, 1926.

No. A-4198—1926. Board of Supervisors of Monona County, by Iowa State Highway Commission, Ames, Iowa, v. Chicago, Milwaukee & St. Paul Railway. Highway crossing.

After the usual interchange of correspondence, this case was set down for hearing at Mapleton, Iowa, at which time the Board made a personal inspection of the crossing in controversy. At the hearing an agreement was entered of record as between the Highway Commission and the respondent railway company, and on June 5th the Highway Commission advised that they had reached a satisfactory agreement with the railway company, and the file might be considered closed.

Filed Jan. 29, 1926. Closed June 5, 1926.

No. A-4199—1926. Town of Struble, et al. v. Great Northern. Obstruction of crossing. Satisfactorily adjusted.

Filed Jan. 30, 1926. Closed June 2, 1926.

No. A-4200—1926. E. A. Ellison, et al. Fredericksburg, v. Chicago Great Western. Stock yards.

This complaint was taken up with the railroad company and after some little delay the complainant advised that everything had been fixed up satisfactorily.

Filed Jan. 26, 1926. Closed July 22, 1926.

No. A-4203—1926. J. E. Boltz, Morning Sun, v. Minneapolis & St. Louis. Fence—crossing private. Satisfactorily adjusted.

Filed March 10, 1926. Closed August 20, 1926.

No. A-4204—1926. A. O. Cannon, Cromwell, v. Chicago, Burlington & Quincy. Station facilities and service. Satisfactorily adjusted.

Filed March 12, 1926. Closed March 31, 1926.

No. A-4206—1926. City of Cedar Rapids v. Chicago, Milwaukee & St. Paul, et al. Highway crossing.

This was a petition filed by the City of Cedar Rapids, requesting the opening of "N" Street across the tracks of the Chicago, Milwaukee & St. Paul Railway Company and the Interurban Railroad. Some little time after filing this complaint the City advised that the Council did not see fit to take any further steps, and the file might be closed without prejudice.

Filed April 16, 1926. Closed July 24, 1926.

No. A-4210—1926. Luana Commercial Club v. Chicago, Milwaukee & St. Paul. Train service.

This complaint was the subject of considerable correspondence, a large part of it having been conducted by the Commerce Counsel Department, and on October 14th the Commerce Counsel advised that the case might be dismissed without prejudice.

Filed May 17, 1926. Closed October 14, 1926.

No. A-4213—1926. J. F. Gill, Garden Grove, v. Chicago, Burlington & Quincy. Stock yards. Adjusted.

Filed May 21, 1926. Closed October 4, 1926.

No. A-4214—1926. J. F. Holden, Plymouth, v. Chicago, Rock Island & Pacific. Station facilities and service.

This complaint was referred to the Commerce Counsel, who, on November 19th, advised the Board that the complainant had persistently failed to answer inquiries from his office, and that we might close the

case without prejudice, subject to reopening should the petitioner so desire.

Filed May 18, 1926. Closed Dec. 1, 1926.

No. A-4215—1926. H. C. Appel, Laurel, v. Minneapolis & St. Louis. Fence. Satisfactory repairs made.

Filed May 24, 1926. Closed August 28, 1926.

No. A-4216—1926. John M. Ford, Gilmore City, v. Minneapolis & St. Louis. Fence near Pioneer. Satisfactorily adjusted.

Filed June 9, 1926. Closed August 28, 1926.

No. A-4219—1926. Ernest Goeke, Baxter, v. Chicago Great Western. Crossing private. Adjusted.

Filed June 17, 1926. Closed August 23, 1926.

No. A-4221—1926. City Council, Creston, v. Carriers. Speed of trains. The petitioners in this case filed with the Board copy of proposed ordinance of the City Council of Creston relating to the regulation of the speed of trains in the corporate limits of the city, which ordinance was approved by the Board on July 20th.

Filed June 29, 1926. Closed August 20, 1926.

No. A-4222—1926. Thomas Robinson, Adelphi, v. Wabash. Private crossing. Necessary repairs were made.

Filed June 29, 1926. Closed August 9, 1926.

No. A-4223—1926. Citizens of Fonda v. Chicago, Milwaukee & St. Paul, et al. Crossing protection.

The attention of the complainants was called to Section 5972, Code of Iowa, 1924, which sets out the proper procedure to be taken by a city in arranging for protection at railroad crossings. They were advised to take such procedure as outlined in this section, and, falling in that, they might have the matter determined by the Board. The complainants were written on July 19th and August 17th asking if they had taken such necessary preliminary steps, and having failed to reply to either letter, the file was closed without prejudice.

Filed June 29, 1926. Closed August 28, 1926.

No. A-4224—1926. United Mine Workers Local No. 5480, Des Moines, v. Chicago, Rock Island & Pacific, et al. Obstruction of crossings at Valley Junction.

The defendant carriers advised that the necessary steps would be taken to prevent further obstruction of the crossings as complained of. Complainants having failed to reply to inquiry from this office as to what the conditions were, and as to whether or not they desired formal hearing, the file was closed without prejudice.

Filed June 30, 1926. Closed November 17, 1926.

No. A-4225—1926. Dr. J. H. Bruce, Dickens, v. Chicago, Milwaukee & St. Paul. Stock yards—unsanitary conditions.

This complaint was taken up with the Board through the State Department of Health. The complaint was taken up with the railway company with the understanding that the Commission had no jurisdiction over unsanitary conditions. The railway company advised us that the stock yards had been cleaned and filled with a carload of clinders and they had instructed their superintendent to see that the yards were kept clean and sanitary.

Filed July 9, 1926. Closed November 17, 1926.

No. A-4229—1926. Randall Savings Bank, Randall, v. Chicago, Rock Island & Pacific. Station facilities and service.

This complaint appears to have been with reference to anticipated closing of the station, founded upon hearsay. No investigation was made but it was suggested to the complainants that they make inquiry of the Chicago, Rock Island & Pacific as to their intentions. Nothing

further having been heard from the complainants, the file was closed without prejudice.

Filed June 18, 1926. Closed August 20, 1926.

No. A-4231—1926. A. Hackbarth & Son, Greeley, v. Chicago, Milwaukee & St. Paul. Stock yards. Satisfactorily adjusted.

Filed August 7, 1925. Closed October 12, 1926.

No. A-4233—1926. H. H. Kruse, Baxter, v. Chicago Great Western. Highway crossing. Necessary repairs made.

Filed August 17, 1926. Closed November 12, 1926.

No. A-4239—1926. Trustees of Des Moines Township, Lee County, v. Chicago, Rock Island & Pacific. Weeds on right of way. Adjusted.

Filed September 8, 1926. Closed November 30, 1926.

No. A-4241—1926. W. E. G. Saunders, Emmetsburg, v. Chicago, Rock Island & Pacific. Train service at Rodman.

The railway company advised that certain passenger trains would stop regularly at Rodman, the arrangement to be made effective on or about March 1, 1926. It was assumed that this was satisfactory to the complainant, because he failed to reply to two inquiries from this office as to whether or not he desired to pursue the matter further.

Filed Jan. 22, 1926. Closed November 29, 1926.

No. A-4242—1926. J. E. Neely & Sons, Grinnell, v. C. R. I. & P. Site. After some preliminary investigation the complainants were asked if they desired to proceed to formal hearing. In reply, they advised that they believed within a short time the railroad company would find out the real situation and give them the lease for coal shed site. Therefore, the file was closed.

Filed September 7, 1926. Closed November 12, 1926.

No. A-4243—1926. P. W. McCabe, Storm Lake, v. Illinois Central. Site. Satisfactorily adjusted.

Filed April 14, 1926. Closed September 27, 1926.

No. A-4244—1926. City of Des Moines v. Chicago, Rock Island & Pacific, et al. Viaduct, Des Moines, West 15th and Walnut street.

The City of Des Moines passed what was known as Ordinance No. 3680, declaring the necessity for this viaduct, and later advised the Board of the repeal of the ordinance, whereupon this file was closed pending receipt of new ordinance.

Filed September 16, 1926. Closed November 19, 1926.

No. A-4245—1926. F. & H. Coal Co., Perry, v. Minneapolis & St. Louis. Site. Adjusted.

Filed September 16, 1926. Closed September 23, 1926.

No. A-4246—1926. City of Des Moines v. Chicago, Rock Island & Pacific, et al. Viaduct, Des Moines, Southeast 6th Street.

The City of Des Moines passed what was known as Ordinance No. 3681, declaring the necessity for this viaduct, and later advised the Board of the repeal of the ordinance, whereupon this file was closed pending receipt of new ordinance.

Filed September 16, 1926. Closed November 19, 1926.

No. A-4248—1926. James W. Johnson, Redfield, v. Chicago, Milwaukee & St. Paul. Private crossing. Satisfactorily adjusted by the installation of cattle guards.

Filed October 2, 1926. Closed November 19, 1926.

No. 4252—1926. M. J. Robertson, Carlisle, v. Chicago, Rock Island & Pacific. Fence. Satisfactorily adjusted.

Filed October 14, 1926. Closed November 29, 1926.

No. A-4259—1926. Oswald Strand, Manly, v. Minneapolis & St. Louis. Stock yards. Necessary repairs were made.

Filed November 10, 1926. Closed November 29, 1926.

No. A-4261—1926. B. C. Benham, Muscatine, v. Chicago, Rock Island & Pacific. Train service. Connections at Wilton Junction. Adjusted. Filed November 1, 1926. Closed November 18, 1926.

## Express Company Cases Closed

No. C-300—1926. Citizens of Des Moines (Highland Park) v. American Railway Express Co. Delivery service. Satisfactorily taken care of. Filed February 5, 1926. Closed October 4, 1926.

## Switching Cases

No. D-835—1926. Iowa Railroad Commission, et al, v. Western Trunk Line Committee. Industrial switching charges. W. T. L. Docket No. 5001. Closed without prejudice.

Filed December 3, 1925. Closed November 29, 1926.

## Condemnation Cases

No. F-31—1926. Dubuque & Sioux City Railroad Company v. Martens & Ketels Milling Company, Sioux City. Condemnation in Sioux City.

Hearing on this application was held at Sioux City on February 18, 1926, after an inspection of the premises. Certificate of authority to condemn was issued on February 24, 1926, and forwarded to the Clerk of the District Court of Woodbury County for filing, as required by law, covering the following described land:

"All of Block ninety-nine (99), Sioux City East Addition, except the twenty-two (22) foot strip heretofore deeded to the City of Sioux City for public road.

"That part of Block One Hundred Thirteen (113), Sioux City East Addition, lying west of a line ninety-seven (97) feet west of and parallel to the west line of Clark Street in Sioux City, Iowa, except twenty-two (22) feet thereof heretofore deeded to the City of Sioux City for public road.

"That part of Lot One (1), Block One Hundred Fourteen (114), Sioux City East Addition, described as follows: Beginning at a point on the north line of Lot One (1), ninety-seven (97) feet west of the west line of Clark Street; thence south parallel to the west line of Clark Street to an intersection with the northeast line of Howard Street or Floyd River Road; thence northwest on said street line to its intersection with the north line of Lot 1; thence east on said lot line thirty-one (31) feet more or less to the point of beginning, excepting therefrom any part of said triangular strip heretofore deeded to the City of Sioux City for public road."

On August 12, 1926, the petitioners filed application to reopen hearing before the Board of Railroad Commissioners and set aside certificate of authority to condemn real estate. The Dubuque & Sioux City Railroad Company, on August 14, 1926, filed resistance to the application for rehearing and motion to dismiss. This matter was referred to Hon. J. H. Henderson, Commerce Counsel, and he advised, under date of September 7th, that it was his opinion, as a matter of law and under the particular facts in the case, the Board would not have the authority to review and set aside its previous order. On September 8th the application was dismissed, and the Board declined to reopen the case. On September 10th the parties at interest were so notified.

Filed Jan. 21, 1926. Closed Feb. 24, 1926.

No. F-32—1926. Chicago, Milwaukee & St. Paul Railway Company v. George and Mary Anderson, et al, Tama. Condemnation in Tama County.

This application came on for hearing, at Tama, on October 28, 1926, and after an inspection of the premises and full hearing, certificate of authority to condemn was issued on November 10, 1926, and for-



warded to the Clerk of the District Court of Tama County for filing, as required by law, covering the following described land.

"A strip of land extending from the North line of the South 179.3 feet of the West 40 feet of the Southwest Quarter (S. W.  $\frac{1}{4}$ ) of the Northeast Quarter (N. E.  $\frac{1}{4}$ ) of Section 34, Township 33, North of Range 15 West of the Fifth P. M., and the North Two Hundred feet (200) of the West 40 feet of the Northwest Quarter (N. W.  $\frac{1}{4}$ ) of the Southeast Quarter (S. E.  $\frac{1}{4}$ ) of Section 34, Township 33, North of Range 15 West of the Fifth P. M."

Filed October 16, 1926. Closed November 10, 1926.

### Warehouse Licenses

No. J-3—1926. Harley Hunt, Iowa City. Application for license to conduct a bonded warehouse for storage of agricultural products at Iowa City.

The applicant having filed the required bond in the sum of \$5,000, the Board, on August 21, 1926, issued License No. 3 to operate as a bonded warehouse for agricultural products as applied for.

Filed July 21, 1926. Closed August 21, 1926.

### Cases Investigated and Adjusted by Signal Engineering Department

No. K-1—1926. Chicago, Rock Island & Pacific Railway Company v. Farmers Mutual Telephone Company, Shellsburg. Overhead wire crossing mile pole No. 109-12 Shellsburg, improperly constructed over C. R. I. & P. tracks. Satisfactorily adjusted.

Filed January 16, 1925. Closed January 14, 1926.

No. K-2—1926. Chicago, Rock Island & Pacific Railway Company v. Mt. Auburn Mutual Telephone Company, Mt. Auburn. Overhead wire crossing M. P. 129-26, Mt. Auburn, Iowa. Defective construction over C. R. I. & P. tracks. Satisfactorily adjusted.

Filed January 21, 1925. Closed July 10, 1926.

No. K-3—1926. Iowa Railroad Commission v. Mr. Chas. A. Banker, Buffalo Creek Telephone Company, Chapin. Overhead wire crossing, Chapin, C. R. I. & P. tracks. Defective construction. Reconstructed to comply with Board's specifications.

Filed February 6, 1926. Closed July 13, 1926.

No. K-4—1926. Iowa Railroad Commission v. Iowa Railway and Light Company, Jefferson, Iowa. Overhead wire crossing, Jefferson, Iowa. Defective construction over C. & N. W. tracks.

Company promised to rebuild crossing and eliminate objectionable features.

Filed February 14, 1925. Closed February 25, 1926.

No. K-5—1926. Iowa Railroad Commission v. McCallsburg Telephone Company, McCallsburg. Defective overhead wire crossing—M. & St. L. tracks, McCallsburg, Iowa. Company agreed to eliminate objectionable features existing.

Filed March 18, 1925. Closed February 25, 1926.

No. K-6—1926. Iowa Railroad Commission v. Zearing Switchboard Company, Zearing. Defective construction—overhead wire crossing M. & St. L. Railroad, Zearing, Iowa. Satisfactorily adjusted.

Filed March 18, 1925. Closed March 8, 1926.

No. K-7—1926. Iowa Railroad Commission v. Zearing Switchboard Company, Zearing. Defective construction—overhead wire crossing over M. & St. L. Railroad, Zearing, Iowa. Satisfactorily adjusted.

Filed March 18, 1925. Closed March 8, 1926.

No. K-8—1926. Iowa Railroad Commission v. Roland Electric Company, Roland. Defective construction—overhead wire crossing over M. & St. L. Railroad, Roland, Iowa. Defects remedied.

Filed April 2, 1925. Closed February 2, 1926.

No. K-10—1926. Iowa Railroad Commission v. Central Iowa Power and Light Company, Hampton. Defective overhead wire crossings over M. & St. L. tracks at South Main St., and at Reeve St., Hampton, Iowa. Construction changed to meet Board's requirements.

Filed November 24, 1925. Closed December 3, 1925.

No. K-11—1926. Iowa Railroad Commission v. Northwestern Bell Telephone Company, Des Moines. Defective construction—overhead wire crossing over M. & St. L. Railroad track, Geneva, Iowa. Satisfactorily adjusted.

Filed November 24, 1925. Closed December 21, 1925.

No. K-12—1926. Iowa Railroad Commission v. Liscomb Mutual Independent Telephone Company, Liscomb. Defective overhead wire crossing over M. & St. L. Railroad tracks, Liscomb. Company agreed to eliminate objectionable features.

Filed November 24, 1925. Closed December 9, 1925.

No. K-13—1926. Iowa Railroad Commission v. E. W. Noyes, Steamboat Rock. Several defective overhead wire crossings over M. & St. L. tracks at Steamboat, Rock, Iowa. Crossings reconstructed with defects eliminated.

Filed November 24, 1925. Closed October 25, 1926.

No. K-14—1926. Iowa Railroad Commission v. W. B. Hall, Farmers Elevator Company, Albion. Defective overhead wire crossing over M. & St. L. Railroad tracks at Albion. Satisfactorily reconstructed to eliminate defects.

Filed November 24, 1925. Closed February 4, 1926.

No. K-15—1926. Iowa Railroad Commission v. Albion Mutual Telephone Company, Albion. Defective overhead wire crossing over M. & St. L. tracks at Albion. Satisfactorily reconstructed to eliminate defects.

Filed November 24, 1925. Closed February 6, 1926.

No. K-16—1926. Iowa Railroad Commission v. Western Union Telegraph Company, Omaha, Neb. Defective overhead wire crossing over M. & St. L. Railroad tracks at Steamboat Rock. Satisfactorily taken care of.

Filed November 24, 1925. Closed May 8, 1926.

No. K-17—1926. Iowa Railroad Commission v. Central States Electric Company, Eldora. Defective overhead wire crossing over M. & St. L. track at Gifford. Properly reconstructed to conform to Board's requirements.

Filed December 4, 1925. Closed February 9, 1926.

No. K-18—1926. Iowa Railroad Commission v. Oskaloosa Home Telephone Company, Oskaloosa. Defective construction overhead wire crossing over M. & St. L. Railroad tracks, Oskaloosa yard. Crossing removed.

Filed April 23, 1926. Closed May 26, 1926.

No. K-19—1926. Iowa Railroad Commission v. Oskaloosa Home Telephone Company, Oskaloosa. Defective construction—several overhead wire crossings over C. B. & Q. and C. R. I. & P. tracks, Oskaloosa. Crossing removed.

Filed June 8, 1926. Closed June 23, 1926.

No. K-20—1926. Iowa Railroad Commission v. Iowa Service Company, Red Oak. Defective overhead crossing over C. B. & Q. Railroad tracks west First St., Red Oak. Satisfactorily taken care of.

Filed June 25, 1926. Closed June 30, 1926.

No. K-21—1926. Chicago & North Western Railway Company v. Northwestern Bell Telephone Company, Whiting. Defective overhead wire crossing over C. & N. W. Ry. Co.'s tracks north of depot at Whiting. Satisfactorily adjusted.

Filed June 25, 1926. Closed July 1, 1926.

No. K-24—1926. Iowa Railroad Commission v. Central Iowa Power and Light Company, Ft. Dodge. Defective construction overhead wire crossing over C. G. W. tracks, Eagle Grove. Crossing eliminated and circuit rerouted.

Filed July 19, 1926. Closed September 15, 1926.

No. K-26—1926. Waterloo, Cedar Falls & Northern Railway v. Board of Railroad Commissioners. Special provisions at non-interlocked crossing south of Waterloo. Permission given to relieve trainmen from duty of preceding train over this crossing on foot.

Filed July 13, 1926. Closed July 26, 1926.

No. K-27—1926. Iowa Railroad Commission v. Chicago & St. Paul Railway. Investigation and inspection Bridge S-504, Otranto, where Fireman Pauley was seriously injured by striking bridge. No action taken.

Filed May 2, 1925. Closed January 5, 1926.

No. K-28—1926. Iowa Railroad Commission v. Chicago Great Western Railroad. Investigation train accident eastern division, C. G. W., between passenger trains No. 1 and first No. 2, collision, Lamont. No action taken.

Filed December 24, 1925. Closed January 8, 1926.

No. K-29—1926. Iowa Railroad Commission v. Chicago, Rock Island & Pacific Railway. Derailment C. R. I. & P. train 815 near Iowa City, Nov. 30, 1925. Cause of accident due to excessive speed.

Filed November 30, 1925. Closed January 22, 1926.

No. K-30—1926. F. G. Steffin, Mason City, v. Chicago Great Western Railroad and Chicago & North Western Railway. Complaint that rectifiers interfered with radio reception at Fourth Street, Mason City. Satisfactorily adjusted.

Filed November 7, 1925. Closed December 15, 1925.

No. K-31—1926. G. W. Fowler, Chairman, Brotherhood of Locomotive Engineers, Minneapolis & St. Louis Railroad, Ft. Dodge, v. Minneapolis & St. Louis Railroad. Complaint concerning practice of handling trains on M. & St. L. in violation of the air brake provisions of safety appliance law.

Inasmuch as it appeared that a Federal law had been violated, the matter was turned over to the Bureau of Safety, Interstate Commerce Commission, on December 15, 1925.

Filed October 27, 1925. Closed December 26, 1925.

No. K-32—1926. Iowa Railroad Commission v. Railroad Companies operating in and out of Council Bluffs. Practice of switch engines not making required stop at railroad crossings at grade, Council Bluffs yards.

This complaint was referred to the various companies concerned, who in turn issued proper instructions to their employees.

Filed May 15, 1926. Closed May 27, 1926.

No. K-33—1926. Iowa Railroad Commission v. Chicago & North Western Railway. Crossing protection, York Street, Des Moines. Satisfactorily taken care of.

Filed February 6, 1926. Closed June 24, 1926.

No. K-34—1926. Iowa Railroad Commission v. Various Railroad Companies operating in the State of Iowa. Guard rails at interlocking plants. Companies requested to observe a 90' maximum.

Filed April 23, 1926. Closed June 28, 1926.

No. K-36—1926. Iowa Railroad Commission v. Wabash and Chicago, Burlington & Quincy Railroad. Highway grade crossing protection north of Tracy. Satisfactorily taken care of.

Filed April 17, 1926. Closed July 27, 1926.

No. K-37—1926. Iowa Railroad Commission v. Chicago, Burlington & Quincy Railroad. Single track protection—Council Bluffs. Satisfactorily adjusted.

Filed May 15, 1926. Closed June 25, 1926.

No. K-39—1926. Iowa Railroad Commission v. Pershing Coal Company, Tracy. Defective overhead wire crossing over C. B. & Q. tracks, wire touching high line of Iowa Utilities Company. Condition remedied.

Filed August 3, 1926. Closed August 7, 1926.

No. K-40—1926. Iowa Board of Railroad Commissioners v. Iowa Utilities Company, Tracy. Defective overhead wire crossing. Satisfactorily taken care of.

Filed August 5, 1926. Closed September 2, 1926.

No. K-41—1926. Power-Pennsylvania Oil Works, Pultaski, v. Chicago, Burlington & Quincy Railroad. Site for oil tanks. Satisfactorily taken care of.

Filed January 6, 1926. Closed June 26, 1926.

No. K-42—1926. Iowa Railroad Commission v. Northwestern Bell Telephone Company. Defective overhead crossing—East Des Moines. Satisfactorily corrected.

Filed August 7, 1926. Closed September 13, 1926.

No. K-43—1926. Iowa Railroad Commission v. Chicago, Burlington & Quincy Railroad. Several overhead wire crossings over C. B. & Q. tracks at Oskaloosa. Reconstructed to comply with the Board's requirements.

Filed June 4, 1926. Closed September 11, 1926.

No. K-44—1926. Citizens of Waterloo v. Chicago Great Western Railroad. Highway crossing bell, Walnut St., Waterloo. Adjusted.

Filed August 3, 1926. Closed August 26, 1926.

No. K-45—1926. M. S. Smith, Cedar Rapids, v. Waterloo, Cedar Falls & Northern Railway. Alleged conditions existing on Madison Street in the city of Cedar Rapids.

This matter was taken up with the railroad company, who promised to repair some of the crossings. The company did not admit liability with reference to the balance of the complaint, and the file was closed on March 16, 1926.

Filed February 15, 1926. Closed March 16, 1926.

No. K-46—1926. Iowa Railroad Commission v. Chicago, Rock Island & Pacific Railway. Two improperly constructed overhead wire crossings, Walnut, Iowa. Satisfactorily adjusted.

Filed June 5, 1925. Closed January 6, 1926.

No. K-47—1926. Board of Railroad Commissioners v. Minneapolis & St. Louis Railroad. Collision M. & St. L. engine 235 and train 93, near Eldora. No action taken.

Filed July 24, 1926. Closed September 3, 1926.

No. K-48—1926. Iowa Railroad Commission v. G. E. Wagner, Faulkner. Two improperly constructed overhead wire crossings. Properly taken care of.

Filed December 4, 1925. Closed November 3, 1926.

No. K-49—1926. Iowa Railroad Commission v. Communication line companies operating in State of Iowa. Rules governing construction of communication lines crossing over or under the tracks of steam and electric railroads.

This conference was set down for hearing on July 28, 1926, and the rules agreed upon were ordered by the Board, on July 31st, to become



effective August 15, 1926. A pamphlet entitled, "Briefed construction requirements for a telephone line of ten wires or less crossing a railroad" was later agreed upon and ordered by the Board, on October 23, to become effective November 15, 1926.

No. K-50—1926. Chicago & North Western Railway Company v. Tama Telephone Company, Tama. Improperly constructed overhead wire crossing over C. & N. W. tracks at Tama. Satisfactorily taken care of.

Filed October 2, 1925. Closed December 31, 1925.

No. K-51—1926. Hanford Produce Company, Sioux City, v. Illinois Central Railroad. Clearance, overhead bridge spanning I. C. tracks at Sioux City plant of Hanford Produce Company. Satisfactorily adjusted.

Filed September 10, 1926. Closed September 30, 1926.

No. K-52—1926. S. W. Murphy, Des Moines, v. Chicago Great Western Railroad. Crossing protection, Delaware Street, North Des Moines. Adjusted.

Filed October 6, 1926. Closed October 29, 1926.

No. K-54—1926. Iowa Railroad Commission v. Searsboro Telephone Company, Searsboro. Improperly constructed overhead wire crossing over M. & St. L. tracks. Wire removed.

Filed October 29, 1926. Closed November 4, 1926.

No. K-82—1926. Iowa State Highway Commission, Ames, v. Chicago & North Western Railway and Ft. Dodge, Des Moines & Southern Railroad. Crossing protection, Ankeny, Iowa, on primary road No. 1. Satisfactory changes made.

Filed November 14, 1924. Closed October 14, 1926.

No. K-85—1926. Iowa Railroad Commission v. Wabash Railroad. Derailment, Wabash passenger train No. 51 near Bryant Siding, south-east of Des Moines, October 30, 1926.

Investigation developed that this derailment was caused by an open switch. No action was taken.

Filed November 1, 1926. Closed December 1, 1926.

## MOTOR CARRIER SECTION

### Applications, Petitions and Decisions Involving Authority to Operate

No. H-32—1924. L. C. Pantages, Ames, operating as White Star Motor Transportation. Passenger motor carrier—between Ames and Nevada.

The Board's order of October 2, 1925, revoking Certificate of Authorization No. 7 which authorized Mr. Pantages to operate as a passenger motor carrier between the above points, was annulled, set aside and held for naught by the Polk County District Court on August 10, 1926.

No. H-109—1926. Henry F. Quade, Ft. Dodge. Freight motor carrier—between Ft. Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Ft. Dodge.

This application filed Sept. 20, 1923, granted because of good faith operation on Apr. 14, 1923 and Certificate of Convenience and Necessity No. 115, containing authority applied for, issued Feb. 11, 1926.

No. H-142—1926. W. D. Cross, Sidney. Freight motor carrier—between Sidney, Tabor, Glenwood and west corporate limits of Council Bluffs.

This application filed Mar. 14, 1924 on grounds of good faith operation on Apr. 14, 1923; written objections filed by C. B. & Q. R. R. Co. on June 27, 1924; hearing held on Sept. 22, 1924; granted on Dec. 2, 1924, and Certificate of Convenience and Necessity No. 122, containing authority applied for, was issued on Sept. 30, 1926.

No. H-146—1926. J. E. Oleson, Manly, owner and operator of Manly Dray Line. Freight motor carrier—between Manly and Mason City.

This application filed Mar. 20, 1924 on grounds of good faith operation on Apr. 14, 1923; written objections filed by M. & St. L. R. R. Co. on May 17, 1924; hearing held and application granted on June 20, 1924, and Certificate of Convenience and Necessity No. 87, containing authority applied for, was issued on Jan. 18, 1926.

No. H-152—1926. Clarence Shannon, New Hartford. Freight motor carrier—between Waterloo and New Hartford but not to or from intermediate points.

This application filed Mar. 28, 1924 on grounds of good faith operation on Apr. 14, 1923; written objections filed by I. C. R. R. Co. on Apr. 3, 1924, and hearing held on July 25, 1924 at which time the objections were withdrawn and the application granted. Certificate of Convenience and Necessity No. 66, containing authority applied for, issued May 14, 1926.

No. H-155—1926. Z. R. Murray, Waterloo, owner and operator of Red Ball Transfer Line. Freight motor carrier—Waterloo, Castle Hill, Cedar Heights, Cedar Falls, Janesville, Waverly, Plainfield and Nashua.

Application filed Apr. 1, 1924 on grounds of good faith operation on Apr. 14, 1923; written objections filed by I. C. R. R. Co. on June 10, 1924, and hearing held on July 25, 1924 at which time the objections were withdrawn and the application granted. The Board cited this carrier to appear before it at its office in Des Moines, on Sept. 30, 1925, to show cause why whatever right he might have to a Certificate of Convenience and Necessity should not be revoked for violation of and failure to comply with the law. Hearing was called on Sept. 30, 1925 and inasmuch as this carrier failed to appear, the Board revoked whatever right he may have had to a certificate in this case.

No. H-161—1926. Lewis Sedlacek, Osage, owner and operator of Osage Transportation Co. Freight motor carrier—between Osage and Mason City but not to or from intermediate points.

This application filed Apr. 10, 1924, on the grounds of good faith operation on Apr. 14, 1923, and Certificate of Convenience and Necessity No. 107, containing authority applied for, was issued on June 15, 1926.

No. H-171—1924. Bell Transfer Company, owned and operated by F. M. Bell, Muscatine. Passenger and freight motor carrier—between Muscatine and Burlington and Muscatine and Davenport.

This application filed Apr. 21, 1924, hearing held on June 4, 1924 and on June 10, 1924 the Board directed that certificate authorizing applicant to operate as a freight motor carrier between the above points be issued as soon as he had complied with the preliminary requirements of the law and rules. Authorized to start operating as freight motor carrier between above points on June 14, 1924. On July 16, 1924, Board directed that certificate authorizing applicant to operate as passenger motor carrier between Muscatine and Davenport be issued as soon as he had complied with the preliminary requirements. On July 24, 1924, Board authorized applicant to start operating as passenger motor carrier between Muscatine and Davenport. On Nov. 5, 1924, Board rendered decision denying authority to operate as passenger motor carrier between Muscatine and Burlington. Applicant forfeited right to operate as passenger motor carrier between Muscatine and Davenport account failure to start operating within ninety days from date application was granted. Quit operating as freight motor carrier between Muscatine and Burlington and Muscatine and Davenport some time during summer of 1925. Application dismissed on July 20, 1926.

No. H-182—1926. Miller Truck Line, owned and operated by George L. Miller, Sheffield. Freight motor carrier—between Sheffield, Rockwell and Mason City.

This application filed May 2, 1924, hearing held May 21, 1924, granted as applied for May 22, 1924 and applicant authorized to start operating on June 27, 1924. On Jan. 6, 1926, the Board approved the transfer of that part of Certificate of Authorization No. 97, authorizing Hampton Truck Line, Hampton, to operate as a freight motor carrier between Hampton, Sheffield, Rockwell and Mason City, to George L. Miller, such transfer being effective as of Jan. 11, 1926. The Board therefore issued Certificate of Convenience and Necessity No. 98 to George L. Miller on Jan. 8, 1926, authorizing him to operate as a freight motor carrier between Hampton, Sheffield, Rockwell and Mason City. Inasmuch as authority granted in Docket No. H-182 was contained in Certificate of Convenience and Necessity No. 98, this docket was dismissed on Jan. 11, 1926.

No. H-188—1926. Clarence M. Vetter, Atlantic. Freight motor carrier—between Atlantic, Wlota, Anita, Adair and Casey.

This application filed May 8, 1924 on grounds of good faith operation on Apr. 14, 1923. Certificate of Convenience and Necessity No. 110, containing authority applied for, issued Mar. 18, 1926.

No. H-192—1925. L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co. Passenger motor carrier—between Waterloo and Boone.

The Board's order of Oct. 2, 1925, revoking Certificate of Authorization No. 116 which authorized Mr. Pantages to operate as a passenger motor carrier between the above points, was annulled, set aside and held for naught by the Polk County District Court on Aug. 10, 1925.

No. H-204—1926. Gehle Motor Transportation Company, Ft. Madison, a partnership composed of V. E. Gehle and C. C. Gehle. Freight motor carrier—Ft. Madison, Wever and Burlington.

This application filed on May 28, 1924 on grounds of good faith operation on Apr. 14, 1923. Written objections filed on June 11, 1924 by C.

B. & Q. R. R. Co. and on June 23, 1924 by H. B. Green Transportation Co., Burlington. Hearings held July 28, 1924, Sept. 30, 1924 and Feb. 17, 1925. At conclusion of hearing on Feb. 17th, Board granted application on grounds of good faith operation on Apr. 14, 1923. Certificate of Convenience and Necessity No. 15, containing authority applied for, issued Feb. 23, 1926.

No. H-207—1926. Tri-State Motor Express, Keokuk, a partnership composed of Stanley Boone and Frank D. Heinze. Freight motor carrier—Keokuk, Montrose and Ft. Madison.

This application filed June 4, 1924 on grounds of good faith operation on Apr. 14, 1923. Quit operating Sept. 23, 1925. Rights forfeited account failure to operate for ninety days and case dismissed on Dec. 23, 1925.

No. H-232—1926. T. A. Stiles, Montrose. Freight motor carrier—between Montrose and Keokuk, Montrose and Keokuk, and Montrose and Ft. Madison.

This application filed June 20, 1924 on grounds of good faith operation on Apr. 14, 1923. Certificate of Convenience and Necessity No. 68, containing authority applied for, issued Jan. 15, 1926.

No. H-246—1926. Estherville Transfer Co., Estherville, owned and operated by Mrs. Velma Amdal. Freight motor carrier—over no regular routes in Emmet, Dickinson and Palo Alto Counties.

This application filed July 21, 1924 on grounds of good faith operation on Apr. 14, 1923. Hearing held Dec. 18, 1924 and application granted on Dec. 31, 1924. On July 9, 1925, the Board was advised that this motor carrier had changed its manner of operating so as not to be subject to Chapters 4 and 5, Laws of the 41st G. A. Case dismissed Feb. 13, 1926.

No. H-250—1926. R. O. Seaton, Osage. Freight motor carrier—between Osage and Mason City but not to or from intermediate points.

This application filed July 24, 1924; hearing held Sept. 24, 1924, and granted on Jan. 27, 1925. Certificate of Convenience and Necessity No. 73, containing authority applied for, issued Mar. 5, 1926.

No. H-275—1926. William Ackerson, New Hartford. Freight motor carrier—between New Hartford, Cedar Falls and Waterloo.

This application filed Aug. 14, 1924; hearings held Sept. 22, 1924 and Mar. 27, 1925, and granted on Mar. 28, 1925. Certificate of Convenience and Necessity No. 126, containing authority applied for, issued Apr. 8, 1926.

No. H-276—1926. Henry Falke, Remsen, owner and operator of Falke Motor Company. Freight motor carrier—Remsen, Le Mars, Merrill, Hinton and Sioux City.

This application filed Aug. 18, 1924 on grounds of good faith operation on Apr. 14, 1923. Certificate of Convenience and Necessity No. 142, containing authority applied for, issued July 19, 1926.

No. H-281—1926. J. F. Umbarger, Lake Park. Freight motor carrier—no regular route and no fixed termini.

This application filed Aug. 18, 1924 under provisions of Chapter 97, Laws of 40th General Assembly on grounds of good faith operation on Apr. 14, 1923. Continued to operate until Apr. 17, 1925, at which time Chapter 97 was repealed by Chapter 4, Laws of 41st General Assembly. This application was for authority to operate generally, not over a regular route or between fixed termini, and inasmuch as Chapter 4 did not provide for a certificate authorizing such operations, this application was dismissed on Feb. 11, 1926.

No. H-285—1925. L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co. Passenger motor carrier—between Grundy Center and Marshalltown.

The Board's order of Oct. 2, 1925, revoking Certificate of Authorization No. 114 which authorized Mr. Pantages to operate as a passenger motor



carrier between the above points, was annulled, set aside and held for naught by the Polk County District Court on Aug. 10, 1926.

No. H-290—1926. R. S. Schmidt, Marne. Freight motor carrier—between Marne and Atlantic.

This application filed Aug. 30, 1924. Hearing held Sept. 22, 1924, at which time it developed that applicant was operating in good faith on Apr. 14, 1923. On July 27, 1926, Board revoked right to operate for failure to file annual report of operations for 1925. On Sept. 15, 1926, the Board rescinded the action taken on July 27, 1926. Certificate of Convenience and Necessity No. 147, containing authority applied for, issued Sept. 23, 1926.

No. H-313—1925. D. A. Popham, Rockford. Motor carrier—freight—between Rockford, Nora Springs and Mason City and Rockford, Marble Rock and Greene.

On Mar. 22, 1926, the Board directed that this case be reopened and that certificate be issued to applicant as soon as he had complied with the preliminary requirements; such certificate to contain the authority applied for, except that no freight shall be picked up at or delivered to Nora Springs. Certificate of Convenience and Necessity No. 133, containing such authority and exception, issued Aug. 17, 1926.

No. H-330—1926. Coulson & Kelley, Storm Lake, a partnership composed of Geo. H. Coulson and Owen B. Kelley. Freight motor carrier—within a radius of 200 miles of Storm Lake, over no regular route nor between no fixed termini.

This application filed on Oct. 10, 1924 and dismissed on July 20, 1925 because of failure of applicant to comply with requirements of law.

No. H-335—1926. Gust Kasischke, Buckeye. Freight motor carrier—between Buckeye and Iowa Falls.

This application filed Oct. 24, 1924; hearing held Feb. 17, 1925, and granted on Oct. 21, 1925. Certificate of Convenience and Necessity No. 101, containing authority applied for, issued Jan. 18, 1926.

No. H-342—1926. Dale Harris, Earlham. Freight motor carrier—between Earlham, De Soto and Van Meter and between Earlham, De Soto and Des Moines.

This application filed Nov. 4, 1924, hearing held Feb. 3, 1925, granted as applied for on Feb. 6, 1925 and Certificate of Convenience and Necessity No. 58 issued on Mar. 15, 1926.

No. H-353—1926. Rainbow Lines, Inc., Cedar Falls. Passenger motor carrier—between Oelwein, Strawberry Point, Elkader and McGregor.

This application filed Nov. 17, 1924; hearing held Dec. 16, 1924, and granted on Dec. 23, 1924. On Mar. 27, 1925, the Board was advised that this applicant had changed its headquarters to Oelwein. Authorized to start operating on Mar. 30, 1925. Certificate of Convenience and Necessity No. 140, containing authority applied for, issued July 2, 1925.

No. H-379—1926. A. J. Reeves, Indianola. Freight motor carrier—between Des Moines and Spring Hill.

This application filed Jan. 6, 1925; hearing held Jan. 16, 1925, and Certificate of Convenience and Necessity No. 63, containing authority applied for, issued Dec. 4, 1925.

No. H-381—1926. A. J. Thiesen, Every. Freight motor carrier—between Every and Spencer and from Every to other points in Clay and O'Brien Counties.

This application filed Jan. 10, 1925; hearing held on Mar. 2, 1925, and granted on Mar. 5, 1925. Certificate of Convenience and Necessity No. 40, authorizing applicant to operate between Every and Spencer, issued Dec. 29, 1925.

No. H-384—1925. L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co. Passenger motor carrier—between Nevada, Cambridge and Des Moines.

The Board's order of Oct. 2, 1925, revoking whatever right Mr. Pantages may have had to a certificate in this case, was annulled, set aside and held for naught by the Polk County District Court on Aug. 10, 1926. Board approved the transfer of whatever right Mr. Pantages may have had to a certificate to Hawkeye Stages, Inc., Des Moines, such approval being effective as of 12-61 A. M. on Sept. 3, 1925.

No. H-390—1926. Raymond Mishler, West Union. Passenger motor carrier—between Oelwein and West Union during the months of January, February, March and April of each year.

This application filed on Jan. 17, 1925; hearing held Feb. 16, 1925, and granted on Feb. 27, 1925. On Mar. 27, 1925, applicant advised Board that he would not start operating until Jan. 1926. Certificate of Convenience and Necessity No. 105, containing authority applied for, issued Dec. 29, 1925.

No. H-392—1926. Paul S. Otto, Waterloo, owner and operator of North-east Iowa Transit Co. Passenger motor carrier—between Waterloo, Tripoli, Frederika and New Hampton.

This application filed Jan. 20, 1925; hearing held Feb. 16, 1925, and granted on Feb. 27, 1925. Applicant started operating Mar. 19, 1925. Certificate of Convenience and Necessity No. 109, containing authority applied for, issued Aug. 20, 1925.

No. H-395—1926. M. J. Cass, Monticello. Freight motor carrier—between Monticello, Cascade and Dubuque.

This application filed Jan. 27, 1925; hearing held Apr. 8, 1925, and granted on May 5, 1925. Authorized to start operating on Nov. 23, 1925. Applicant delayed starting because of alleged unlawful competition and bad condition of roads. Certificate of Convenience and Necessity No. 121, containing authority applied for, issued May 13, 1926.

No. H-404—1926. Trimble-Richardson Rapid Transit Company, a partnership composed of C. Virgil Trimble, and C. C. Richardson, Indianola.

Motor carrier—passenger—between Carroll, Auburn, Grant City, Ulmer, Lake View, Sac City, Early, Juniata, Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Cornell, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake.

This application filed Feb. 4, 1925 and hearing held Feb. 25, 1925. On May 26, 1925 the Board granted that part of the application between Carroll and Storm Lake and denied that part between Storm Lake and Spirit Lake. On Dec. 2, 1925 the Board approved the transfer of whatever rights the applicant might have to a Certificate to Morlan and Laster, Des Moines, a partnership composed of L. G. Morlan and Donald Laster, such approval being effective at noon on Dec. 2. On Feb. 2, 1926 the partnership of Morlan and Laster was succeeded by Hawkeye Stages, Inc., Des Moines. Certificate of Convenience and Necessity No. 2, containing authority granted in this case, issued to Hawkeye Stages, Inc., Mar. 17, 1926.

No. H-408—1925. Miles R. Landis, Maquoketa, owner and operator of Black Star Bus Line, holder of Certificate of Convenience and Necessity No. 23, dated Aug. 17, 1925, which authorizes him to operate as a motor carrier of passengers and express between the following named termini and over the following described routes, except for the transportation of local passengers and express between Marion and Cedar Rapids and intermediate points:

No. 1. between Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Amber, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids.

No. 2. between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids.

On Dec. 11, 1925, this motor carrier filed an application for authority to discontinue operating over that part of Route No. 1, as described in Certificate No. 23, between Center Junction, Amber and Anamosa, and

for authority to operate between Center Junction, Scotch Grove, Monticello, Langworthy and Anamosa, in lieu thereof. Hearing was held on this application on Jan. 15, 1926 and on Feb. 12, 1926 the Board rendered the following decision:

**Appearances:**

For the applicant—Miles R. Landis, Anamosa, Iowa.

For the C. M. & St. P. Ry. Co., objectors—C. L. Taylor, Atty., Des Moines; M. J. Flanagan, Supt., Marion, Iowa.

On December 8, 1925, Miles R. Landis, owner and operator of the Black Star Bus Line, made application to this Board to change part of the route over which he now operates, and to change the time and rate schedules.

The applicant has been granted authority to operate as a motor carrier of passengers by Certificate No. 23, between Cedar Rapids and Monticello, via Anamosa, and Anamosa and Maquoketa via Amber and Center Junction. He proposes to now operate Cedar Rapids via Anamosa, via Monticello, via Center Junction to Maquoketa, omitting that part of the route which now serves Amber a town of two hundred and fifty people.

He further proposes to operate three round trips daily, except Sunday, over that part of the route Cedar Rapids to Monticello, and two round trips daily, except Sunday, Monticello to Maquoketa. He now operates two round trips daily, except Sunday, over the route Cedar Rapids to Anamosa and one round trip daily, except Sunday, over the rest of the route.

Written objections to the proposed changes were filed by the Chicago, Milwaukee & St. Paul Railway Company.

Pursuant to publication of notice, full hearing was held at the Court House, Cedar Rapids, Iowa, on January 15, 1926, and the Chicago, Milwaukee & St. Paul Railway Company, by C. L. Taylor, Attorney and M. J. Flanagan, Division Superintendent appeared as objector.

The applicant introduced no witnesses or exhibits in his behalf. He stated, however, that the road which he now travels through Amber was not good, that it was a dirt road and a great deal of the time impassable, and that he obtains not more than two or three passengers into or out of Amber per month.

The Commission finds, after a careful review of the record in this matter, that the schedule as proposed would not promote the public convenience and necessity, but finds that two round trips daily, except Sunday, over that part of the route Cedar Rapids to Monticello, and one round trip daily, except Sunday, over that part of the route Monticello to Maquoketa, would promote the public convenience and necessity; that the change in rate schedule is reasonable and is hereby approved; that the change in route as proposed would be a material advantage to the public and would promote the public convenience and necessity and is hereby granted.

No. H-419—1926. Ralph Callaway, Muscatine. Freight motor carrier—over no regular routes in Muscatine, Louisa, Scott, Clinton, Cedar, Johnson, Washington, Des Moines, Henry, Lee, Jefferson, Wapello, Linn, Iowa, Jasper, Poweshiek, Polk, Monroe, Appanoose and Wayne Counties.

This application filed on Feb. 19, 1925 under provisions of Chap. 97, Laws of 40th G. A. on grounds of good faith operation on Apr. 14, 1923. Chap. 97 repealed on Apr. 17, 1925 by Chap. 4, Laws of 41st G. A. Applicant not subject to provisions of Chapter 4 and case therefore dismissed.

No. H-423—1926. Cedar Rapids and Iowa City Railway, Cedar Rapids. Passenger and freight motor carrier—between Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood, Tipton, Bennett, New Liberty, Plainview, Maysville and Davenport.

This application filed Feb. 23, 1925; hearing held Mar. 18, 1925, and on Mar. 25, 1925 the Board granted the application as filed, except for

that portion of the proposed route between Tipton and Davenport. Applicant authorized to start operating on May 28, 1925. Certificate of Convenience and Necessity No. 59, authorizing applicant to operate as a motor carrier of passengers and a limited amount of freight on its passenger carrying vehicles, between Cedar Rapids and Tipton, issued Apr. 28, 1926.

No. H-424—1925. C. C. Richardson, Indianola, owner and operator of Iowa Motor Transit Co. Passenger motor carrier—between Indianola and Chariton.

On July 15, 1925 the Board dismissed this application because of the failure of applicant to comply with Board's orders, the law and Board's Rules and Regulations.

No. H-434—1926. Karl Karrer, Treynor. Freight motor carrier—over no regular route in Pottawattamie County.

This application filed on Mar. 5, 1925 under provisions of Chap. 97, Laws of 40th G. A. on grounds of good faith operation on Apr. 14, 1923. Chap. 97 repealed on Apr. 17, 1925 by Chap. 4, Laws of 41st G. A. Applicant not subject to Chap. 4 and case therefore dismissed.

No. H-472—1926. C. A. Gunsolley, Defiance. Freight motor carrier—no fixed routes.

This application filed on Apr. 22, 1925 under provisions of Chap. 97, Laws of 40th G. A. Chap. 97 repealed on Apr. 17, 1925 by Chap. 4, Laws of 41st G. A. and applicant not subject to new law. Application therefore dismissed.

No. H-473—1926. Fort Dodge, Des Moines & Southern Transportation Company, Boone. Passenger motor carrier—between Boone, Stanhope, and Webster City.

This application filed May 5, 1925; hearing held June 10, 1925, and granted on June 25, 1925. Authorized to start operating on July 24, 1925. Certificate of Convenience and Necessity No. 96, containing authority applied for, issued Dec. 10, 1925.

No. H-474—1926. Fort Dodge, Des Moines & Southern Transportation Company, Boone. Passenger motor carrier—between Boone, Luther, Madrid, Polk City and Des Moines.

This application filed May 5, 1925; hearing held June 10, 1925, and granted on June 25, 1925. Authorized to start operating on July 24, 1925. Certificate of Convenience and Necessity No. 96, containing authority applied for, issued Dec. 10, 1925.

No. H-476—1926. Fort Dodge, Des Moines & Southern Transportation Company, Boone. Passenger motor carrier—between Ames (West Gate), Huxley, Ankeny and Des Moines.

This application filed May 9, 1925; hearing held June 16, 1925, and granted on June 25, 1925. Authorized to start operating on Aug. 20, 1925. Certificate of Convenience and Necessity No. 96, containing authority applied for, issued Dec. 10, 1925.

No. H-477—1926. Vernon Oxley, Iowa City. Passenger motor carrier—between Iowa City, West Branch, Springdale, Rochester and Tipton.

This application filed May 14, 1925; hearing held June 18, 1925, and granted on June 22, 1925. Authorized to start operating on June 30, 1925. Certificate of Convenience and Necessity No. 70, containing authority applied for, issued Jan. 15, 1926.

No. H-478—1926. J. P. Maxwell & Son, a partnership composed of J. P. Maxwell and William Maxwell, Wick. Freight motor carrier—between Martinsdale, Wick, St. Marys and St. Charles.

This application filed May 14, 1925; hearing held June 16, 1925, and granted on June 17, 1925. Authorized to start operating on June 27, 1925. Certificate of Convenience and Necessity No. 64, containing authority applied for, issued Dec. 8, 1925.

No. H-479—1926. R. E. Hilton, Jefferson. Passenger motor carrier—



between Jefferson, Churdan, Lohrville, Lake City, Rockwell City, Pomeroy, Pocahontas, Havelock, Mallard and Emmetsburg.

This application filed May 15, 1925; hearing held June 16, 1925, and granted on June 24, 1925. Authorized to start operating on Aug. 10, 1925. Certificate of Convenience and Necessity No. 79, containing authority applied for, issued Jan. 14, 1926. On July 1, 1926, the Board issued the following decision revoking Certificate No. 79:

#### DECISION

An application to suspend operations from June 21st until August 1, 1926, was made by passenger motor carrier R. E. Hilton, of Jefferson, Iowa, who operates on the highway between Jefferson and Emmetsburg by virtue of Certificate of Convenience and Necessity No. 79, issued by this Board.

The reasons given for such desire to suspend service are that the operations are non-profitable and the carrier submits statement for 1925 from August 10th to December 31st, showing operating revenue \$2,010.20, and operating expenses \$2,298.80. Statement for 1926, period of January 1st to June 19th, operating revenue \$1,832.10, and operating expenses \$3,072.50. The operations in 1925 indicate a deficit of \$288.60 and in 1926, a deficit of \$1,240.40.

The beginning of operations under Certificate No. 79 was on August 10, 1925. Therefore, it is determined that the operating expenses have exceeded the operating revenue since commencement of service.

The authority to operate as such motor carrier was granted upon the finding that such service would promote the public convenience and necessity. The application for Certificate proposed one round trip daily, except Sunday, serving ten towns with mileage between termini 107.4.

Rather than suspension of the service now being rendered, the situation warrants the surrender of the Certificate granted.

The operation since commencement of service covers fall, winter, spring and summer seasons, and at no time have the operations been found profitable, apparently from lack of patronage on this line. The carrier cannot continue to render service when operating expenses exceed the operating revenues, but without further showing, preferably upon a hearing where all parties that may be interested may be heard, this Commission should deny the authority to suspend service and should revoke Certificate No. 79.

If motor carrier service upon the highway is only spasmodic, it cannot be said that it does promote the public convenience and necessity. An existing competitive service either upon rail lines or the highway because of the establishment of such carrier, may have become curtailed or otherwise affected and the suspension of the service now rendered may seriously inconvenience the public. Therefore, without hearing and the finding of good cause, application for suspension of service is denied. Certificate of Convenience and Necessity No. 79 is hereby revoked.

No. H-483—1926. H. A. Benjamin, Gen. Mgr., Des Moines & Central Iowa Railroad, Des Moines. Passenger motor carrier—between Newton, Colfax, Mitchellville, Altoona and Des Moines.

This application made on behalf of a corporation to be organized and known as Des Moines & Central Iowa Motor Transportation Co., Des Moines. Application filed May 21, 1925; hearing held June 16, 1925, and granted on June 26, 1925. On July 3, 1925, Beasley Brothers, Newton, appealed to the District Court of Jasper County, from the Board's decision of June 26, 1925. Started operating Sept. 1, 1925. Certificate of Convenience and Necessity No. 83, containing authority applied for, issued to Des Moines & Central Iowa Motor Transportation Company, Des Moines, on Dec. 21, 1925.

No. H-485—1926. C. C. Richardson, Indianola, owner and operator of Iowa Motor Transit Company. Passenger motor carrier—between Osceola, Leon, Davis City, Lamoni and south line of Iowa.

This application filed May 23, 1925; hearing held July 14, 1925, and granted on August 10, 1925. Applicant failed to comply with requirements and case therefore dismissed on July 15, 1926.

No. H-489—1926. Beasley Brothers, a partnership composed of Arthur Beasley and Chester Beasley, Newton. Passenger motor carrier—between Newton, Laurel and Marshalltown.

This application filed May 28, 1925; hearing held June 22, 1925, and granted on Aug. 10, 1925. Authorized to start operating on Aug. 31, 1925. On Feb. 5, 1926, Board approved the transfer of whatever right applicant may have had to a Certificate to Stephen A. Bollinger, Des Moines, owner and operator of Safety Coach Transit Co., such approval being effective as of noon on that date. Certificate of Convenience and Necessity No. 100, containing authority originally applied for, issued to Stephen A. Bollinger, Des Moines, owner and operator of Safety Coach Transit Co., Des Moines, June 18, 1926.

No. H-490—1926. Lucius A. Brown, Letts. Freight motor carrier—between Letts and Grandview.

This application filed June 3, 1925; hearing held July 28, 1925, and granted on July 29, 1925. Authorized to start operating on July 30, 1925. Certificate of Convenience and Necessity No. 84, containing authority applied for, issued Jan. 15, 1926.

No. H-491—1926. Tama and Toledo Railroad, Toledo. Passenger motor carrier—between Tama, Toledo, Traer, Hudson and Waterloo.

This application filed June 8, 1925; hearing held July 23, 1925, and granted on July 29, 1925. Authorized to start operating on Aug. 20, 1925. Certificate of Convenience and Necessity No. 86, containing authority applied for, issued Mar. 27, 1926.

No. H-492—1926. Beasley Brothers, a partnership composed of Arthur Beasley and Chester Beasley, Newton. Passenger motor carrier—between Grinnell, Malcom, Montezuma, New Sharon and Oskaloosa.

This application filed June 12, 1925; hearing held July 15, 1925, and granted on Sept. 8, 1925. Application dismissed on Jan. 29, 1926 account failure to start operating.

No. H-493—1926. Lyle E. Cook, Fort Dodge. Passenger motor carrier—between Fort Dodge, Clare, Pioneer, Gilmore City, Pocahontas, Havelock, Mallard, Emmetsburg, Gracettinger, Wallingford and Estherville.

This application filed June 18, 1925; hearing held July 14, 1925, and granted on July 25, 1925. Authorized to start operating on Aug. 18, 1925. Certificate of Convenience and Necessity No. 112, containing authority applied for, issued Feb. 23, 1926.

No. H-498—1926. R. L. Kelsey, Des Moines. Passenger motor carrier—between Des Moines, Levey, Avon, Avon Station and Carlisle.

This application filed June 30, 1925; hearing held July 27, 1925, and granted on July 29, 1925. Authorized to start operating on Aug. 25, 1925. Quit operating Sept. 12, 1925 and application dismissed Dec. 12, 1925 for failure to operate for ninety days.

No. H-499—1926. Perry Bonar, New London. Freight motor carrier—between New London, Danville, Middletown, West Burlington and Burlington.

This application filed June 30, 1925; hearings held July 24th and Aug. 25, 1925, and granted on Sept. 14, 1925. Authorized to start operating on Sept. 23, 1925. Certificate of Convenience and Necessity No. 119, containing authority applied for, issued Mar. 18, 1926.

No. H-505—1926. Ed. Langren, Whiting. Freight motor carrier—between Sioux City and Whiting.

This application filed Aug. 18, 1925; hearing held Dec. 22, 1925, and on Jan. 6, 1926 the Board rendered the following decision, denying the application:

**Appearances:**

For the applicant—Robt. B. Pike and L. F. Brown, Attys., Sioux City, Iowa; Ed. Langren, Whiting, Iowa.

For Chicago & North Western Ry. Co., objector—Henry L. Adams, Atty., Des Moines, Iowa; E. B. McClure, Supt., Sioux City, Iowa; M. J. Golden, D. F. & P. A., Boone, Iowa.

For Brotherhood of Railroad Trainmen, objectors—O. G. Jones, Onawa, Iowa.

On November 10, 1925, Ed Langren, of Whiting, Iowa, filed application for authority to operate as a motor carrier of freight between Sioux City and Whiting, Iowa, which application stated, among other things, that:

"It is the intention of the applicant to make only one trip to Sioux City from Whiting each day that he can secure freight to haul. It is the intention of applicant to leave Whiting on all trips before the hour of seven A. M. each day he makes a trip and to leave Sioux City for Whiting not later than two (2) P. M."

The Chicago & North Western Railway Company and the Brotherhood of Railroad Trainmen filed written objections and were represented at the hearing. The applicant introduced nine witnesses who were merchants of Whiting, testifying that the proposed service would promote the public convenience and necessity, some saying they preferred the proposed service to the existing rail line service. The representative of the Galsinsky Fruit Company and of the O. J. Moore Grocery Company, Sioux City, testified in behalf of the applicant that the establishment of the proposed route would promote the public convenience and necessity. Applicant's financial statement shows net assets to be Thirty-four Hundred Dollars (\$3400.00), which includes one motor truck valued by him at Fifteen Hundred Dollars (\$1500.00), and a One Thousand Dollar (\$1,000.00) equity in another motor truck valued by him at Three Thousand Dollars (\$3,000.00). Applicant's schedule of operation shows it is his intention to make only one trip to Sioux City from Whiting each day he can secure freight to haul.

Objector's witness, M. J. Golden, Division Freight and Passenger Agent for the Chicago & North Western Railway Company, testified that the local freight service being rendered by his company was daily except Sunday, Sioux City to Whiting and on Tuesday, Thursday and Saturday from Whiting to Sioux City with refrigerator car service from Sioux City to Whiting on Tuesday and Thursday. Witness stated the railway company was ready and willing to place additional equipment and render more frequent service between the points on this line if the volume of goods tendered for shipment warranted, and to show the lack of necessity for more or different service than they now rendered introduced Exhibit 2, which showed that for eleven months of 1925 the average monthly freight offered and handled, Sioux City to Whiting, was seventeen thousand, four hundred sixteen (17,416) pounds, revenue Forty-two Dollars Forty Cents (\$42.40); and from Whiting to Sioux City, three thousand three hundred forty-six (3,346) pounds, revenue Seven Dollars Sixty-three Cents (\$7.63).

A representative of the American Railway Express Company testified that express service was given by three passenger trains each way daily between Sioux City and Whiting.

The record discloses that the applicant in this case has been for some time past knowingly operating as a motor carrier of freight for hire on the highway between Sioux City and Whiting in violation of the provisions of the motor carrier law. Section 5, Chapter 5 of the Laws of the Forty-first General Assembly of Iowa, reads in part:

"Before a certificate shall be issued, the Commission shall, after a public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity."

In determining whether the establishment of any motor carrier service will promote the public convenience and necessity, the Commission should consider whether the applicant's financial ability will enable him to assume the obligations of a motor carrier, the kind of service he proposes to render, the equipment to be used, the sincerity of purpose, and the ability to pay the taxes as provided by law. Many motor carriers now operating in Iowa are lax in their payment of taxes which the law requires this Board to collect. When necessity compels the Commission to make enforced collection, we have found there was practically no available assets.

After a careful review of the record in this case, the Commission does not find that the proposed service would promote the public convenience and necessity.

Certificate, therefore, is denied.

On Jan. 29, 1926, notice was received of applicant's appeal to the District Court of Monona County, from the above decision.

No. H-508—1926. W. J. Holdcroft, Sloan. Freight motor carrier—between Sloan and Sioux City.

This application filed Aug. 27, 1925; hearing held Nov. 10, 1925, and on Jan. 6, 1926 the Board issued the following decision denying the application:

**Appearances:**

For applicant—T. J. Griffin, Atty., Sioux City, Iowa; A. L. Calderhead, Atty., Sloan, Iowa; W. J. Holdcroft, Sloan, Iowa.

For Chicago & North Western Ry. Co., objector—Henry L. Adams, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Boone, Iowa.

For Brotherhood of Railroad Trainmen, objector—O. G. Jones, Chairman, Iowa Legislative Board, Onawa, Iowa.

August 27, 1925, the Board received the application of W. J. Holdcroft of Sloan, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Sloan and Sioux City. The applicant in this case had previously made application for a similar service which had been denied by the Board under the law on July 29, 1925, for the reason that no showing had been made indicating that the service proposed would promote the public convenience and necessity. Subsequent to the opinion of the Board in the previous application, the Commission was advised that the applicant was still operating as a motor carrier in violation of law and steps were taken by the Commission under the statute to prevent such violation. The Board, however, granted a hearing upon the new application, naming October 7, 1925, 10:00 A. M., at the office of the Woodbury County Auditor, Sioux City, Iowa, as time and place and notices were published as required by law.

The Chicago & North Western Railway Company, through its attorneys, Adams and Hise, filed its resistance and objections, alleging:

First. That there was now reasonably adequate freight service provided by the Chicago & North Western Railway Company between Sloan and Sioux City.

Second. That if said application were granted it would create competition between the applicant and the Chicago & North Western Railway Company " " " which will tend to divide the patronage of the Chicago and North Western Railway Company, thus decreasing its revenues and necessitating either reduction in service or an increase in rates."

Third. There is no demand by the public for the service proposed to be established.

Fourth. That the granting of the permit with the consequent loss of patronage to the railway company would tend to decrease its revenues



so that it could not maintain its present service and the public conveniences would not be increased but would, in fact, be diminished.

Fifth. That the Chicago & North Western Railway Company has furnished sufficient service to handle substantially all of the freight business between Sloan and Sioux City.

Sixth. That no proper application had been filed with the Board as provided by Chapter 5, Laws of the 41st General Assembly, and that the application filed did not set out a proposed schedule or schedules setting forth in detail the service and equipment which the applicant proposed to furnish.

On September 29, 1925, the Legislative Board of the Brotherhood of Railroad Trainmen, through its Chairman, Mr. O. G. Jones, filed its protest against the issuance of a certificate, alleging that there was no need for the service proposed.

When the case was called for hearing on October 7, 1925, the matter was postponed to November 10, 1925, same time and place. Before the date of hearing the Board was notified by one of its inspectors that the applicant herein was operating every day, notwithstanding he held no authority under the law to do so, which violation the Board understands continued up to and including the time of hearing on November 10th.

Considerable testimony was introduced at the hearing on behalf of the applicant indicating a public demand for the service proposed to be rendered. The railway company showed by its evidence a fairly satisfactory train service between these two points. At the close of the hearing the attorneys for the railway company moved that the Commission deny the applicant's petition for the following reasons:

"First: The record shows that on June 17, 1925, this petitioner was before the Board for authority to operate a motor carrier of freight between Sloan, Salix and Sioux City, at which time there was full and complete hearing, and upon due consideration, the Board did, on July 29, 1925, deny the petitioner's application. The evidence in this case shows that the service proposed to be offered is substantially the same as that proposed at the previous hearing, and this is, in fact, no more nor less than a rehearing on the former application, and under the law, the Commission is without jurisdiction to hear this application. If the applicant was dissatisfied with the result of the former hearing it was his privilege and duty, under the statute, to appeal to the District Court, where the decision of the Commission would have been reviewed. Failing in that, he is not entitled to a rehearing by this Commission on the issues here involved.

Second: The testimony shows that on July 29, 1925, this applicant was denied authority to operate a motor carrier of freight within the State of Iowa. It further shows that prior to that time, and almost continuously since that time, up to and including the day when this hearing is held, he has been operating and is operating his truck or trucks in violation of the law of this State, and, by his own testimony, he indicates that if granted a license he will not be bound strictly by the Statute in operation under his license. In other words, he has violated the law down to and including today, and there is no indication that he intends to cease such violation whether granted a license or not.

Third: The testimony fails to show such a state of facts as bring this application within the requirements prescribed by Statute—that is, that the applicant shall meet the burden of showing that his service, if authorized, will promote public convenience and necessity."

The parties were given time in which to file briefs on behalf of the motion and in resistance thereto, which later were filed and are before the Board at this time. Upon the carrier's motion to dismiss, considering the first reason, the Commission does not believe that it is, under the law, denied the right to again hear an application after it has once been denied. In our opinion such an attitude could easily defeat the ends of justice, or require litigation which could well be avoided. The third

reason given by the Attorneys for the railway company for dismissal of the complaint could be discussed at perhaps some length in view of the evidence offered to the Commission, but considering our ruling upon the second reason it is unnecessary to go further into this phase of the question. Considering the second reason given by the carrier for its motion to deny the applicant's petition, the Board's investigation indicated that the statements contained therein are true, that is, that the applicant herein after being denied authority to operate as a motor carrier on July 29, 1925, had prior to that time and almost continuously since that time up to and including the date of hearing, been operating as a motor carrier in violation of the law. The applicant admitted this in his own testimony and indicated while on the witness stand a disposition to operate regardless of the law or the rules of the Board. Perhaps the applicant felt that this method of operating did not bring him within the jurisdiction of the law. If it does not, then our holding in this case can do the applicant no harm. If, however, he has operated in violation of the law, as we think he has, after he has been repeatedly notified he was so doing, we believe that the applicant is not such a person as should be granted authority under the Motor Carrier Law to the use of the highways of the state in public service. This Board is having trouble continually with motor carriers who either can not or will not understand their duties under the statute, and who not only do not abide by the rules of the Commission, but fail to observe the law which governs not only such motor carriers but this Commission as well.

Section 18 of Chapter 5, Laws of the 41st General Assembly, provides: "Every owner, officer, agent, or employee of any motor carrier, and every other person who violates or fails to comply with, or who procures, aids or abets in the violation of any provision of this act, or who fails to obey, observe or comply with any order, decision, rule or regulation, direction, demand or requirement or any part or provision thereof, of the commission, or who procures, aids or abets any corporation or person in his failure to obey, observe or comply with any such order, decision, rule, demand or regulation or any part or provision thereof, shall be guilty of a misdemeanor and upon conviction shall be punished by a fine not exceeding one thousand dollars or by imprisonment in the county jail not exceeding one year, or by both such fine and imprisonment."

Believing as we do that the applicant herein has shown no respect for the rules of this Board or the laws of this State regulating and controlling motor carriers, we find we would not be justified in granting a certificate of convenience and necessity as applied for and such application is hereby denied.

Inasmuch as it was reported to the Board that Mr. Holdcroft was continuing to operate as a motor carrier in violation of law, all papers in the above case were referred to Hon. J. H. Henderson, Commerce Counsel of Iowa, on Mar. 29, 1926, with the request that he take such steps as might be necessary to compel Mr. Holdcroft to cease operating as a motor carrier.

No. H-511—1925. Paul S. Otto, Waterloo. Passenger motor carrier—between Waterloo, Tripoli, Sumner, Randall, Fayette and West Union and between Tripoli, Frederika, New Hampton and Cresco.

This application filed Sept. 14, 1925; hearing held Oct. 8, 1925, and decision rendered Nov. 16, 1925—see No. H-511—1925. At the time this application was filed, applicant held authority, under No. H-392—1926, to operate between Waterloo, Tripoli, Frederika and New Hampton and was furnishing such service. Authorized to start operating between Tripoli and West Union on Nov. 17, 1925. Started operating between New Hampton and Cresco on May 1, 1926. On Apr. 6, 1926, Board authorized abandonment of service between Tripoli and West Union. On Aug. 20, 1926, Board issued Certificate of Convenience and Necessity No. 109 to Paul S. Otto, Waterloo, owner and operator of Northeastern Iowa Transit Com-

pany, authorizing him to operate as a passenger motor carrier over the following routes:

Route No. 1—Terminal: Waterloo and New Hampton.

Route No. 2—Terminal: New Hampton and Cresco.

Certificate No. 109 contains a provision that " \* \* no passengers shall be transported to or from Denver, and that service between New Hampton and Cresco over route designated as Route 2 shall be furnished only during such period of time as the Chicago, Milwaukee & St. Paul Railway Company operates less than three passenger trains each way between Austin, Minnesota and Calmar, Iowa."

No. H-512—1926. Iowa Transportation Co., a partnership composed of J. O. Schulze and P. E. Potter, Iowa City. Passenger motor carrier—between Ft. Madison, Denmark, Mt. Pleasant, Swedesburg, Olds, Crawfordville and Ainsworth.

This application filed Sept. 15, 1925; hearing held Oct. 23, 1925, and granted Nov. 3, 1925. On Feb. 1, 1926, Board granted applicant an extension of time until road conditions would permit service in which to start operating. After being advised that applicant did not intend to operate, the Board, on June 2, 1926, revoked whatever right applicant may have had to a Certificate of Convenience and Necessity.

No. H-513—1926. Edward W. Paul, Marengo. Passenger motor carrier—between Marengo, South Amana, Homestead, Amana, Walford, Fairfax and Cedar Rapids.

This application filed Nov. 24, 1925; hearing held Dec. 30, 1925, and granted Jan. 4, 1926. Authorized to start operating on Jan. 12, 1926. Certificate of Convenience and Necessity No. 136, containing authority applied for, issued June 15, 1926.

No. H-514—1926. Central Iowa Bus Co., a partnership composed of E. M. McKinney and E. H. Fitch, Des Moines. Passenger motor carrier—between Waterloo and Des Moines; Nevada and Boone, and Grundy Center and Marshalltown.

This application filed Oct. 5, 1925. Dismissed Jan. 25, 1926 because of failure of applicant to complete application.

No. H-515—1926. O. S. Dean, Linn Grove. Passenger motor carrier—between Spencer, Royal, Peterson and Cherokee.

This application filed Oct. 14, 1925; hearing held Nov. 23, 1925, and on Dec. 2, 1925 the Board rendered the following decision denying the application:

Appearances:

For the applicant—O. S. Dean, Linn Grove, Iowa.

No objectors present.

No written objections on file.

On October 14, 1925, O. S. Dean, of Linn Grove, Iowa, filed with the Commission an application to operate as a motor carrier of passengers over the highway between Spencer, Royal, Peterson and Cherokee.

After due notice, the matter was fully heard on November 23, 1925, Spencer, Iowa. No objectors to the application appeared. The applicant introduced no witnesses and did not support his case by any exhibits or other information tending to show that the proposed line would promote the public convenience and necessity, except a petition signed by two residents of Royal and five residents of Peterson. He stated that he proposed to operate two round trips daily, and that the proposed line would prove a great convenience to the people along the route, as there is no direct rail line between the points which he proposes to serve;

That he was a farmer owning eighty (80) acres of land, and if granted the authority he would discontinue farming to operate the proposed line. He further stated that he had not engaged any equipment for use, but that he would buy about a three thousand dollar (\$3,000) twelve (12) passenger car.

Other than the statement of the applicant, no showing was made as to the promotion of public convenience and necessity.

The Commission finds that the facts as disclosed by the record do not show that the proposed line would promote the public convenience and necessity.

Certificate is therefore denied.

No. H-516—1926. Carl Thygeson, Gilmore City. Freight motor carrier—between Rolfe, Gilmore City, Humboldt and Ft. Dodge, but not from Humboldt to Ft. Dodge or from Ft. Dodge to Humboldt.

This application filed Nov. 3, 1925; hearing held Dec. 15, 1925, and on Dec. 21, 1925 the Board rendered the following decision denying the application:

Appearances:

For the applicant—Carl Thygeson, Gilmore City, Iowa.

For M. & St. L. R. R. Co., W. H. Bremmer, Receiver, Objectors—Price, Burnquist & McCall, by Mr. Price, Ft. Dodge, Iowa

For Brotherhood of Railroad Trainmen, Objectors—Arthur Moad, Ft. Dodge, Iowa.

On November 23, 1925, Carl Thygeson of Gilmore City, Iowa, filed with the Board, an application to operate as a motor carrier of freight on the highways in Pocahontas, Humboldt, and Webster Counties, serving the towns of Fort Dodge, Gilmore City, Humboldt and Rolfe.

The application was heard December 15, 1925, at the Chamber of Commerce, Fort Dodge, after due notice.

The applicant appeared without the support of any witnesses, and introduced no evidence to show that the public convenience and necessity would be promoted by the establishment of this line, other than the filing of a petition signed by several residents of the towns which would be served.

The objector, Minneapolis and St. Louis Railroad Company, appeared through their counsel, introduced testimony and exhibits to show that existing rail line service was adequate, and that on account of the present small volume of traffic between the points proposed to be served, and the low earnings therefrom, that any further competition would necessitate reduction in the railroad service which is now being given.

The applicant's financial statement filed with the Commission, shows total assets \$2,883.50, total liabilities \$1,000.00, but applicant's testimony indicated that item listed as assets which reads "Insurance, licenses, rent, taxes, etc., prepaid \$1,216.00," was erroneous, and that this figure did not actually indicate assets in that amount.

The Commission after careful consideration of the evidence submitted does not find that the public convenience and necessity would be promoted by the establishment of this proposed line and application is therefore denied.

No. H-617—1926. M. B. Hildreth, Anthon. Passenger motor carrier—between Denison, Deloit, Kiron, Odebolt, Arthur, Ida Grove, Holstein, Cushing, Correctionville, Morville and Sioux City and between Denison, Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City.

This application filed Nov. 27, 1925; hearings held Dec. 22, 1925 and Jan. 27, 1926, and on Feb. 5, 1926 the Board rendered the following decision granting the application:

(Hearing December 22, 1925)

Appearances:

For the applicant—S. D. Cray, Atty., Sioux City, Iowa; Geo. Jepson, Atty., Sioux City, for the Greater Sioux City Committee, in support of the granting of the application.

For the C. & N. W. Ry. Co., Objectors—Henry L. Adams, Atty., Des Moines, Iowa; E. B. McClure, Supt., Sioux City, Iowa; M. J. Golden, D. F. & P. A., Boone, Iowa.

For the C. & M. & St. P. Ry. Co., Objectors—C. L. Taylor, Atty., Des Moines, Iowa.



For the Brotherhood of Railroad Trainmen, Objectors—O. G. Jones, Onawa, Iowa.

For the Illinois Central Railway Co., Objectors—H. S. Gray, Asst. Genl. P. A., Dubuque, Iowa.

(Hearing January 27, 1926)

For the applicant—S. D. Crary, Atty., Sioux City, Iowa; Geo. Jepson, Atty., Sioux City, for the Greater Sioux City Committee, in support of the granting of the application.

For the C. & N. W. Ry. Co., Objectors—Davis, McLaughlin & Hise, Atty., by Mr. Hise, Des Moines, Iowa; M. J. Golden, D. F. & P. A., Boone, Iowa.

For the C. M. & St. P. Ry. Co., Objectors—C. L. Taylor, Atty., Des Moines, Iowa.

For the Brotherhood of Railroad Trainmen, Objectors—O. G. Jones, Onawa, Iowa.

For the Illinois Central Railroad Co., Objectors—H. S. Gray, Asst. Genl. P. A., Dubuque, Iowa.

On November 27, 1925, M. B. Hildreth, of Anthon, Iowa, filed application with the Commission to operate as a motor carrier of passengers over Primary Road No. 34, called Route No. 3 by applicant, Sioux City, via Holly Springs, Smithland, Mapleton, Ute and Charter Oak, to Denison, a distance of eighty and seven-tenths (80.7) miles, and over Primary Roads Nos. 23, 21, 35, and 4, called Route 4 by applicant, Sioux City via Correctionville, Cushing, Holstein, Ida Grove, Arthur, Odebolt, Kiron and Deloit, to Denison, a distance of ninety-nine and thirty-seven hundredths (99.37) miles, being a north and south route between Sioux City and Denison.

The applicant proposes to place in service one seven passenger and one fifteen passenger enclosed bus on the routes, and to give one round trip daily over both routes, charging a fare of about three and one-half cents per mile.

The financial statement of the applicant shows assets \$3,150.00 and liabilities \$1,200.00.

Pursuant to notice this matter was set for hearing at the Court House, Sioux City, Iowa, December 22, 1925, but was continued to January 27, 1926, at the Court House, Sioux City, where the matter was fully heard and taken under advisement.

The Greater Sioux City Committee, intervening in support of the application, submitted seven witnesses all members of the Greater Sioux City Committee and prominent business people of Sioux City, testifying to the inadequacy of the existing rail service to the needs of commerce, and that the establishment of the proposed motor carrier service would promote the public convenience and necessity.

Managers of both Sioux City's daily newspapers testified that there were about 5,000 daily newspapers circulated by each company in the territory which would be served by the proposed bus line. They now own their own delivery trucks to this territory which is now costing them about \$35.00 per day; that it would be a material saving in the cost of distribution if they could obtain this delivery service by motor carrier service.

A letter addressed to the Board signed by the Chairman of the Greater Sioux City Committee, reads in part as follows: "At a meeting of the Greater Sioux City Committee, composed of fifty of the leading business men of Sioux City, and a list of whom is attached herewith, the Chairman was unanimously instructed to present a resolution to you favoring the granting of a permit to M. B. Hildreth of Anthon, Iowa, to operate a bus line between Sioux City and Denison, Iowa."

There was also a letter addressed to the Commission, signed by the General Secretary of the Sioux City Chamber of Commerce, which advised that a resolution had been passed by the Chamber of Commerce as follows: "Whereas existing agencies do not provide adequate trans-

portation between Sioux City, Iowa, and Denison, Iowa, and the intervening towns, and whereas the best interests of the general public can best be served by regular bus service for the accommodation of passengers and in providing adequate truck and facilities for the collection and distribution of all kinds of merchandise. Therefore, be it resolved, the Board of Directors of the Sioux City Chamber of Commerce, endorse the petition of M. B. Hildreth of Anthon, Iowa, for a permit to operate bus and truck lines between Sioux City and Denison, and request the Iowa Board of Railroad Commissioners grant such permit."

Applicant introduced as evidence a communication addressed to him, signed by the Secretary of the Denison Chamber of Commerce, which, in substance, stated to him that the establishment of the proposed bus line would be welcome by the business men of the city.

Petitions were introduced by applicant signed by forty persons of Mapleton, thirty of Ute, twenty-two of Charter Oak and twenty-six of Denison, stating that the establishment of the proposed motor carrier service would promote the public convenience and necessity.

Eighteen witnesses were introduced, testifying in behalf of the applicant, stating, among other things, that the establishment of the proposed service would promote the public convenience and necessity, that there was some demand in and about the various towns along the proposed routes for such service, that the existing rail line service was indirect or round about between Sioux City and Denison, as well as between other intermediate towns, that the highways over which the applicant proposes to travel were good and could be traveled throughout the year.

The Chicago & North Western Railway Company; Chicago, Milwaukee & St. Paul Railway Company and the Brotherhood of Railway Trainmen, filed written objections and personally appeared in opposition to the granting of the application. The objections made by the Brotherhood of Railway Trainmen through its representative, O. G. Jones, were that the establishment of motor carrier service on the highways would tend to curtail the patronage of existing rail lines, thereby necessitating curtailment of train service, and that demotion or loss of employment would follow in that event, affecting trainmen; that such circumstances would operate to cause less money to be spent with the retail merchants of Sioux City, where reside over 2300 railway employees; further that the operation of rail line service was not governed by bad roads or disagreeable weather, that it was more reliable as compared with motor transportation.

The Chicago & Northwestern Railway and the Chicago, Milwaukee & St. Paul Railway Companies contend that the rail line service is adequate to the needs of the territory proposed to be served, and that the establishment of motor carrier service on the highway would not promote the public convenience and necessity, and in support thereof introduced various petitions, opposing the granting of the application on the grounds that the transportation facilities now furnished by the railroads are adequate and that there is no public demand for the establishment of said routes and the service proposed will not promote the public convenience. These petitions were from Mapleton, signed by 119 persons; Ute, 61; Denison, 14; Deloit, 23; Kiron, 33; Odebolt, 44; Arthur, 46; Ida Grove, 45; Correctionville, 62; Cushing, 54; Moville, 39; Holstein, 318; total signatures of protestants 859, of which 280 were farmers.

There were also introduced protests against the granting of the application by Board of Supervisors of Sac County, Holstein Commercial Club, Odebolt Commercial Club.

The schedules of existing train service, as introduced by both the objectors and applicants, are set out as follows:

## Chicago and Northwestern Railway Passenger Train Service in Effect January 27, 1926

Leave Denison: Train No. 11-9.....	5:25 AM	Via Missouri Valley.....	Daily
Arrive Sioux City.....	10:45 AM		
Leave Denison: Train No. 2-13.....	12:48 PM	Via Missouri Valley.....	Daily
Arrive Sioux City.....	7:55 PM		
Leave Denison: Train No. 13-5.....	9:22 PM	Via Missouri Valley.....	Daily
Arrive Sioux City.....	12:25 AM		
Leave Denison: Train No. 54-17.....	7:00 AM	Via Wall Lake, No. 17.....	Daily
Arrive Sioux City.....	1:30 PM	No. 54.....	Daily except Sunday
Leave Deloit: Train No. 54-17.....	7:20 AM	Via Wall Lake, No. 17.....	Daily
Arrive Sioux City.....	1:30 PM	No. 54.....	Daily except Sunday
Leave Sioux City: Train No. 10-39.....	4:15 AM	Via Missouri Valley.....	Daily
Arrive Denison.....	8:45 AM		
Leave Sioux City: Train No. 4-16.....	11:20 AM	Via Missouri Valley.....	Daily
Arrive Denison.....	5:55 PM		
Leave Sioux City: Train No. 16-20-55.....	8:00 AM	Via Wall Lake	Daily except Sunday
Arrive Deloit.....	1:45 PM		
Arrive Denison.....	2:10 PM		

## Between Odebolt, Arthur, Ida Grove and Sioux City

Leave Odebolt: Train No. 11.....	5:51 AM		
" Arthur.....	6:00 AM	Daily	
" Ida Grove.....	6:13 AM		
Arrive Sioux City.....	8:30 AM		
Leave Odebolt: Train No. 15-13.....	4:28 PM		
" Arthur.....	4:38 PM	Daily except Sunday	
" Ida Grove.....	4:52 PM		
Arrive Sioux City.....	7:55 PM		
Leave Sioux City: Train No. 16-20-55.....	8:00 AM		
Arrive Ida Grove.....	11:48 AM		
" Arthur.....	12:04 PM	Daily except Sunday	
" Odebolt.....	12:25 PM		
" Deloit.....	1:45 PM		
" Denison.....	2:10 PM		
Leave Sioux City: Train No. 22.....	5:25 PM		
Arrive Ida Grove.....	7:40 PM	Daily	
" Arthur.....	7:52 PM		
" Odebolt.....	8:03 PM		

## Between Denison, Deloit, Holstein, Cushing, Correctionville, Moville and Sioux City

Leave Denison: Train No. 54-17.....	7:00 AM	Daily except Sunday	
" Deloit.....	7:20 AM	from Denison and	
" Holstein.....	11:15 AM	Deloit via Wall	
" Cushing.....	11:30 AM	Lake and Moville	
" Correctionville.....	11:43 AM	Line, Daily from	
" Moville.....	12:27 PM	Holstein, Cushing,	
Leave Sioux City Train No. 18 at 4:00 PM, arrive Moville 4:55 PM, Correctionville 5:42 PM, Cushing 6:57 PM, Holstein 8:15 PM, Daily.		Correctionville and	

## Chicago, Milwaukee &amp; St. Paul Railway Train Service

3-163 Ex.	Daily	Miles	Daily	104-4 Ex.
Sat. PM	PM		AM	PM
12:40		423.0	Ar. Manilla, 12:34	9:02
11:00	5:35	0.0	Lv. S. C. & D. Div. Ar.	8:40
1:22		9.6	Buck Grove	8:07
1:32	6:05	13.9	Arlon	7:57
1:46		30.2	Kenwood	7:45
2:00		36.4	Charter Oak	7:32
2:12	6:40	33.0	Uta	7:20
2:25	7:00	42.5	Mapleton	7:00
2:56	7:23	53.2	Rodney	6:51

3:03	(4)	57.3	Grant Center	(5)	6:25
3:17	7:44	64.8	Hornick	(5)	6:12
3:28	...	69.2	Owego	(5)	6:02
3:40	...	75.0	Luton	(5)	5:53
3:53	...	82.1	Olen, Ellen	(5)	5:41
4:00	8:18	86.2	Morningside	(5)	5:25
4:15	8:35		Ar. Sioux City	Lv. 5:40	5:20

\*Daily.

xExcept Sunday.

(S)Stops on signal.

(4)Stops on signal only to take passengers for Sioux City and beyond.

(5)Stops on signal to take for Chicago.

While the applicant in this case has not a very satisfactory showing of financial ability to engage in the motor carrier service, he has shown a sincere compliance in the past through his operation of another motor carrier line which he operates, to meet his obligations, comply with the law and the rules and regulations of this commission.

After a careful review of the record the Commission finds that the establishment of the proposed service would promote the public convenience and necessity.

Certificate will, therefore, issue as soon as the applicant has complied with the law and the Rules and Regulations Governing the operation of Motor Carriers.

Authorized to start operating on March 22, 1926. Certificate of Convenience and Necessity No. 124, containing authority applied for, issued April 23, 1926.

No. H-518-1926. L. C. Shepard, Waverly. Freight motor carrier—between Waverly, Janesville, Cedar Falls, Cedar Heights, Castle Hill and Waterloo.

This application filed Dec. 1, 1925; hearing held Dec. 29, 1925, and on Jan. 12, 1926, the Board rendered the following decision denying the application:

Appearances:

For the applicant—J. E. Jordan, Atty., Waterloo, Iowa; L. C. Shepard, Waverly, Iowa.

For the Illinois Central Railroad Co., Objectors—C. A. Helsell, Atty., Ft. Dodge, Iowa.

For the Waterloo, Cedar Falls & Northern Ry. Co., Objectors—M. A. Welsh, Supt. and Traffic Mgr., Waterloo, Iowa.

On December 1, 1925, L. C. Shepard of Waverly, Iowa, filed with the Board application to operate as a motor carrier of freight upon the highway, serving Waterloo, Castle Hill, Cedar Heights, Cedar Falls, Janesville and Waverly, but was amended on date of hearing as intended to serve Waterloo, Janesville and Waverly.

The financial statement filed by the applicant shows \$1,345.00 net assets, which included \$1,000.00 value placed upon his one ton Ford truck.

Written objections were filed by the Chicago, Rock Island and Pacific Railway Company and the Illinois Central Railroad Company.

This matter was set down for hearing at Waterloo, Iowa, December 29, 1925, and in pursuance to notice, full hearing was had.

On date of hearing, the Waterloo, Cedar Falls & Northern Railway Company filed written objections to the granting of this application. Attorney for applicant objected to this filing as the objections were not filed five days prior to hearing as provided by law.

No witnesses were introduced in behalf of the applicant at the hearing. A petition signed by thirty-three persons of Waverly, Iowa, six of Janesville and three of Waterloo, requesting that the applicant be granted a certificate to operate as a freight carrier between Waterloo and Waverly, and saying that it would be very convenient and a necessity, was filed as an exhibit.

A letter from the Traffic Manager of Rath Packing Company of Waterloo, was also filed, asking that the Board grant the certificate as applied for, as it would be a more efficient means of transportation for their products.



The Illinois Central Railroad Company serves Waterloo, Janesville and Waverly, with a local freight train each way daily, except Sunday, and a passenger train each way daily which carries express.

The Waterloo, Cedar Falls & Northern Railway Company serves Waterloo and Waverly by six trains each way daily, carrying passengers, freight, baggage, mail and express.

The Chicago, Rock Island and Pacific Railway Company serves Waterloo and Waverly by one local freight train each way daily except Sunday, and two passenger trains each way daily carrying express.

After a careful review of the records in this case, the Commission does not find that the proposed service would promote the public convenience and necessity.

Certificate is therefore denied.  
Commissioner Webster, dissenting:

I cannot agree with the majority decision.

No. H-519—1926. Hawkeye Stages, Inc., Des Moines. Passenger motor carrier—between Waterloo, Hudson, Reinbeck, Morrison, Grundy Center and Eldora; between Eldora, Hubbard, Zealring, Colo, Nevada, Cambridge and Des Moines, and between Grundy Center, Conrad and Marshalltown.

This application filed Jan. 20, 1926, and hearing held Mar. 4, 1926. On July 13, 1926, the Board issued the following decision, denying that part of the application between Des Moines and Grundy Center and granting the application between Marshalltown and Grundy Center and Grundy Center and Waterloo.

#### Appearances:

For applicant—W. E. Miller, Atty., Des Moines, Iowa; Donald Laster, Des Moines, Iowa.

For L. C. Pantages, Ames, Iowa, Objector—A. D. Pugh, Atty., Des Moines, Iowa; L. C. Pantages, Ames, Iowa.

For Red Ball Transportation Co., Mason City, Iowa, Objector—Robert M. Witwer, Atty., Mason City, Iowa; Helen Schultz, Mason City, Iowa.

For Chicago and Northwestern Ry. Co., Objector—Geo. E. Hise, Atty., Des Moines, Iowa; M. J. Golden, D. F. & P. A., Boone, Iowa.

For Fort Dodge, Des Moines & Southern Railroad Company and Ft. Dodge, Des Moines and Southern Transportation Company, Boone, Iowa, Objectors—W. R. Dyer, Atty., Boone, Iowa.

For Brotherhood of Locomotive Engineers of the State of Iowa, Objectors—F. L. Hanner, Perry, Iowa.

On January 20, 1926, the Hawkeye Stages, Inc., of Des Moines, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, over routes designated as follows:

Route No. 1—Between Waterloo, Hudson, Reinbeck, Morrison, Grundy Center and Eldora, in Black Hawk, Grundy and Hardin counties, Iowa.

Route No. 2—Between Eldora, Hubbard, Zealring, Colo, Nevada, Cambridge and Des Moines, in Hardin, Story and Polk counties, Iowa.

Route No. 3—Between Grundy Center, Conrad and Marshalltown, in Grundy and Marshall counties, Iowa.

Applicant proposes to operate two round trips daily over Routes Nos. 1 and 3 and three round trips daily over Route No. 2. It is proposed to charge fares of about four cents a mile and to use twenty-passenger parlor car type motor vehicles.

This application was set down for hearing on February 26, 1926, ten o'clock a. m., at the office of the Board in Des Moines, and notice of hearing was published in the manner prescribed by law. However, on February 22, 1926, at the request of the applicant, the Board postponed the hearing to March 4, 1926, ten o'clock a. m., at its office in Des Moines, at which time full hearing was had and the application taken under advisement.

Written objections to the granting of the above application were filed by the following:

#### Steam railroads—

Chicago Great Western Railroad Company.

Chicago, Rock Island & Pacific Ry. Co.

Chicago and North Western Ry. Co.

#### Electric railroads—

Ft. Dodge, Des Moines & Southern R. R. Co.

#### Passenger motor carriers—

Red Ball Transportation Co., Mason City, Iowa.

L. C. Pantages, Ames, Iowa, owner and operator of Ames Motor Transportation Co.

Ft. Dodge, Des Moines & Southern Transportation Co., Boone, Iowa.

The applicant introduced twenty reputable witnesses who testified that the establishment of the service proposed to be rendered by the Hawkeye Stages, Inc., would promote the public convenience and necessity. These witnesses were all business or professional persons from the towns which are proposed to be served. Several letters from executives of some prominent banking, manufacturing and wholesale institutions of Des Moines and Waterloo, were filed with this Commission, asking that we grant to the Hawkeye Stages, Inc., a certificate to operate as proposed.

The Chicago and North Western Railway Company, Red Ball Transportation Company, L. C. Pantages, Ft. Dodge, Des Moines & Southern Railroad Company, Ft. Dodge, Des Moines & Southern Transportation Company and the Brotherhood of Locomotive Engineers of the State of Iowa, appeared at the hearing objecting to the granting of the application.

Objectors also filed two petitions, one signed by forty-four (44) persons of Nevada and the other by sixty-six (66) persons of Marshalltown, stating that public convenience and necessity would not be served by the establishment of the proposed motor carrier service and that it was their belief that there was adequate existing transportation service between the towns proposed to be served.

The Chicago and North Western Railway Company operates between Des Moines and Nevada; the Red Ball Transportation Company operates between Des Moines, Nevada, Colo, Zealring and Hubbard; the Chicago, Rock Island & Pacific Railway Company operates between Reinbeck, Morrison and Grundy Center and between Des Moines, Cambridge and Nevada; the Ft. Dodge, Des Moines & Southern Transportation Company, operating between Des Moines and Ames, operates over the same route as proposed by the applicant between Des Moines and a point about two miles south of Huxley; the Ft. Dodge, Des Moines & Southern Railroad Company operates between Des Moines, Ankeny, Alleman and Huxley; the Chicago Great Western Railroad Company operates between Des Moines, Marshalltown, Reinbeck, Hudson and Waterloo, and L. C. Pantages serves all of the towns which this applicant proposes to serve. The Tama and Toledo Railroad also operates as a motor carrier of passengers between Hudson and Waterloo.

This Commission, however, for cause, on October 2, 1925, revoked the rights held by Mr. L. C. Pantages to operate as a motor carrier. The Board has been enjoined by temporary writ from enforcing such revocation order, and while the case has been heard, no decision has been announced by the court.

After a careful review of all the evidence in this case, the Commission finds that the service proposed between Des Moines and Grundy Center would not promote the public convenience and necessity and that part of the application is therefore, denied. We also find that the service proposed between Marshalltown and Grundy Center and Grundy Center and Waterloo will promote the public convenience and necessity and certificate authorizing applicant to operate as a motor carrier of passen-

gers between Marshalltown, Conrad, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo, will therefore issue.  
Dissenting opinion of Commissioner Webster:

Inasmuch as Mr. L. C. Pantages, owner and operator of the Ames Motor Transportation Company, is operating over all of the routes applied for in the above case under court order, upon appeal from this Commission's revocation order, I do not believe convenience and necessity for additional transportation has been shown.

Applicant authorized to start operating between Marshalltown and Waterloo on July 17, 1926.

No. H-520—1926. Earl Williams, Davenport. Freight motor carrier—between Davenport, De Witt, Grand Mound, Calamus and Wheatland.

This application filed Jan. 23, 1926, and dismissed on Feb. 13, 1926, at request of applicant.

No. H-521—1926. George W. Hausman, Waterloo. Freight motor carrier—between Waterloo, Dike, Grundy Center and Eldora.

This application filed Feb. 3, 1926; hearing held March 9, 1926, and granted on March 13, 1926. Authorized to start operating on April 9, 1926. Certificate of Convenience and Necessity No. 133, containing authority applied for, issued Aug. 18, 1926.

No. H-522—1926. Myron Schuller, Hospers. Freight motor carrier—between Sheldon, Hospers, Alton and Orange City.

This application filed Feb. 5, 1926, and dismissed on Feb. 15, 1926, for the reason that investigation developed that proposed service was not subject to motor carrier law.

No. H-523—1926. Valley Truck Line, a partnership composed of L. R. Gabriel and G. J. Bloomer, Muscatine. Freight motor carrier—between Muscatine, Fairport, Montpelier, Buffalo, Linwood and Davenport; between Davenport, Blue Grass, Pleasant Prairie, Sweetland Center and Muscatine, and between Muscatine, Grandview, Wapello, Elrick Junction, Oakville and Burlington.

This application filed Feb. 8, 1926; hearing held Mar. 15, 1926, and on Apr. 1, 1926, the Board issued the following decision, denying the application:

#### Appearances:

For the applicant—J. L. Behrens, Muscatine, Iowa.

For the objectors—E. L. Goff, D. F. A., C. R. I. & P. Ry. Co., Davenport, Iowa; A. Mallum, D. F. & P. A. C., M. & St. P. Ry. Co., Davenport, Iowa; Nichols, Tipton & Tipton, Atty., by Mr. Nichols, Muscatine, Iowa; C. D. & M. Ry. Co.; A. J. Christianson, for Davenport Chamber of Commerce, Davenport, Iowa; R. H. Richardson, Vice Chairman, B. of R. T. of Iowa, Mason City, Iowa; Town of Rainbow, L. T. Gray; Town of Pleasant Prairie, C. T. Thompson; Town of Blue Grass, John H. Bruce, Mayor; A. G. Plett, Rob't T. Schmidt, W. L. Benshoff, J. F. Putzier.

On the 8th day of February, 1926, the Valley Truck Line, Muscatine, Iowa, a partnership composed of L. R. Gabriel and G. J. Bloomer of Muscatine, made application to this Board for a certificate of convenience and necessity to operate as a freight motor carrier between Muscatine, Fairport, Montpelier, Buffalo, Linwood and Davenport, between Davenport, Blue Grass, Pleasant Prairie, Sweetland Center and Muscatine and between Muscatine, Grandview, Wapello, Elrick Junction, Oakville and Burlington in Scott, Muscatine, Louisa and Des Moines counties, Iowa.

Pursuant to notice hearing in this case was called at 2:30 o'clock p. m. on March 18, 1926, at Muscatine and applicants introduced their testimony for the purpose of establishing that public convenience and necessity demanded the service proposed. Considerable testimony was taken both for and against the proposed service; the objectors showing that service was now amply provided by the Clinton, Davenport and Muscatine Electric Railway for stations between Davenport and Muscatine. For stations south of Muscatine and between that city and Burlington

the adequacy of the service was seriously questioned, some of the inland towns, particularly, those formerly served by the Muscatine, Burlington & Southern, now abandoned, being without any regular freight service.

Section 5 of Chapter 5, Laws of the 41st General Assembly provides that this Board must make certain findings before a certificate of convenience and necessity will be issued, one of which provisions is as follows:

"No certificate of convenience and necessity shall be issued until the applicant has made a satisfactory showing as to his financial ability to carry out the terms and conditions imposed."

Section 15 provides, among other things, that every driver employed by a motor carrier shall have certain qualifications, among them "good moral character."

The financial statement submitted as a part of the application indicates assets of twenty thousand five hundred fifty (\$20,550.00) dollars, with total liability of three thousand (\$3,000.00) dollars. Of this amount G. J. Bloomer reported assets of twelve thousand one hundred fifty (\$12,150.00) dollars with no liabilities. L. R. Gabriel reported assets of eight thousand four hundred (\$8,400.00) dollars including a homestead of six thousand two hundred (\$6,200.00) dollars against which there was a mortgage of three thousand (\$3,000.00) dollars. All of these statements were sworn to by the parties named. It was developed in testimony before the Commission that the individual partner's statements were not in accordance with the facts. Applicant Bloomer could not or did not describe the three thousand (\$3,000.00) dollars of notes receivable listed as assets, or other assets of five hundred (\$500.00) dollars described as odds and ends. The real estate valued at eight thousand (\$8,000.00) dollars he described as a farm located somewhere in Clark county, South Dakota, for which he said he had refused ten thousand (\$10,000.00) dollars about four years ago. It developed in hearing that there was a small judgment against Bloomer, which, in itself, would not materially affect his financial responsibility. It also developed in the hearing that the homestead valued in the assets of L. R. Gabriel at six thousand two hundred (\$6,200.00) was in the name of Mrs. Gabriel, and there was serious question as to the value of the contractor's equipment of two thousand (\$2,000.00) dollars, especially in view of the fact that there was placed in evidence certified copies of court records indicating an unpaid judgment against L. R. Gabriel obtained by the Farmers & Merchants State Bank for one thousand five hundred eighteen dollars and twenty-three cents (\$1,518.23) with interest and costs and by Joseph E. Morais for seventy-two dollars and sixty-two cents (\$72.62) and costs. This testimony was not denied by the applicant.

In view of the carelessness with which these affidavits of financial responsibility were prepared and sworn to by applicant and their apparent serious lapse of memory or lack of knowledge of the real situation, this Commission can not, upon the record, grant the application herein, and it is therefore denied.

H-524—1926. Morrison Service Co., a partnership composed of O. W. Morrison and E. Morrison, Climbing Hill. Passenger motor carrier—between Danbury, Oto, Climbing Hill, Bronson and Sioux City.

This application filed Feb. 9, 1926; hearing held Mar. 12, 1926, and granted on Mar. 15, 1926. Started operating Apr. 3, 1926. Certificate of Convenience and Necessity No. 129, containing authority applied for, issued Apr. 26, 1926.

No. H-525—1926. Van O. Busenburg, Maxwell. Freight motor carrier—between Maxwell, Elkhart and Des Moines.

This application filed Feb. 11, 1926; hearing held Mar. 11, 1926, and on Mar. 17, 1926, the Board issued the following decision denying the application:

#### Appearances:

For the applicant—Van O. Busenburg, Maxwell, Iowa.



For the C. M. & St. P. Ry. Co., Objectors—C. L. Taylor, Des Moines, Iowa.

On February 11, 1926, Van O. Busenburg of Maxwell, Iowa, made application to this Commission for authority to operate as a motor carrier of freight between Maxwell, Elkhart and Des Moines.

The matter was heard at the office of the Board, March 11, 1926; the applicant appearing without witnesses. The applicant filed a petition signed by eighteen business people of Maxwell which petition stated:

"We, the following named business concerns of Maxwell, County of Story and State of Iowa, whose signatures appear below, hereby state that for the convenience of receiving merchandise regularly and at our places of business, we authorize Van O. Busenburg of Maxwell, Iowa, to collect and deliver any merchandise for us on his proposed motor freight line from Maxwell to Des Moines or Des Moines to Maxwell."

The Chicago, Milwaukee & St. Paul Railway Company, through its attorney, C. L. Taylor, appeared as objectors to the proposed freight line and in support of their objections, by division officials, testified that their service was adequate to serve the people, that no complaints had been made, that the service as being rendered was satisfactory in every way to their patrons. The applicant did not make a showing that the establishment of the proposed line would promote the public convenience and necessity.

The application is, therefore, denied.

No. H-526—1926. Paul Strait, Rock Rapids. Freight motor carrier—between Rock Rapids, Lester, Larchwood and north line of Iowa.

This application filed Feb. 12, 1926, and hearing held Apr. 1, 1926. Hearing developed that applicant proposed doing a purely interstate business and Chairman Lewis stated that the usual interstate certificate would issue. Authorized to start operating on July 20, 1926. Certificate No. 144, authorizing Mr. Strait to operate between Rock Rapids, and north line of Iowa, for the public transportation of interstate freight exclusively, issued Aug. 17, 1926.

No. H-527—1926. I. E. Vaughn, Osage. Freight motor carrier—between Osage, Manly, Kensett, Northwood and north line of state of Iowa, for public transportation of interstate freight exclusively between Osage, Iowa, and Albert Lea, Minn.

This application filed Feb. 13, 1926. Authorized to start operating on Feb. 15, 1926. Certificate No. 128, containing authority applied for, issued June 14, 1926.

No. H-528—1926. Ernest L. Melsa, Ely. Freight motor carrier—between Ely and Cedar Rapids.

This application filed Feb. 16, 1926, and hearing set for Mar. 30, 1926. On March 2, 1926, the Board cancelled the hearing and dismissed the application because applicant had not reached his twenty-first birthday.

No. H-529—1926. J. R. Campbell, Osceola. Passenger motor carrier—between Osceola, Liberty, Jefferson Heights, Indianola and Des Moines.

This application filed Feb. 16, 1926, and hearing held March 26, 1926. On July 15, 1926, the Board granted that part of the application between Osceola and Indianola and denied that part between Indianola and Des Moines. On Aug. 5, 1926, the Board was served with notice of applicant's appeal to the District Court of Clarke County, from the ruling of July 15, 1926. On Aug. 11, 1926, the Board granted applicant an extension of time in which to start furnishing the service authorized, until thirty days after the determination of the above appeal.

No. H-530—1926. Vilas D. Wells, Pierson. Freight motor carrier—between Pierson and Sioux City.

This application filed Feb. 23, 1926; hearing held Apr. 2, 1926, and granted on Apr. 6, 1926. Authorized to start operating on May 1, 1926. Certificate of Convenience and Necessity No. 137, containing authority applied for, issued July 20, 1926.

No. H-531—1926. Fulton & Hessenius, a partnership composed of B. H. Fulton and H. Hessenius, Jr., Atkins. Freight motor carrier—between Atkins and Cedar Rapids—Atkins and Shellsburg, and Atkins and New-hall.

This application filed Feb. 27, 1926, and hearing held Apr. 15, 1926. Applicants did not appear in person at hearing and inasmuch as Board had been previously advised by partners that they desired to abandon application, the application was dismissed.

No. H-532—1926. Lewis Sedlacek, Osage, owner and operator of Osage Transportation Co. Freight motor carrier—between Osage, Manly, Kensett, Northwood and north line of Iowa, for public transportation of interstate freight exclusively between Osage, Iowa, and Albert Lea, Minn.

This application filed Feb. 13, 1926, and applicant authorized to start operating Mar. 3, 1926. Certificate No. 108, containing authority applied for, issued June 15, 1926.

No. H-533—1926. Fort Dodge, Des Moines & Southern Transportation Co., Boone. Passenger motor carrier—Boone, Centerville, Pilot Mound, Dayton, Harcourt and Ft. Dodge.

This application filed Mar. 9, 1926; hearing held Apr. 13, 1926, and granted on Apr. 14, 1926. Authorized to start operating on June 3, 1926. On July 27, 1926, Board granted applicant extension of time until Aug. 1, 1926, to start operating. Certificate of Convenience and Necessity No. 145, containing authority applied for, issued Sept. 16, 1926.

No. H-534—1926. White Star Bus Co., Muscatine. Passenger motor carrier—between Wapello and Burlington.

On Mar. 8, 1926, the White Star Bus Co., holder of Certificate of Convenience and Necessity No. 69, which authorized it to operate as a passenger motor carrier between Muscatine, Grandview, Wapello, Oakville and Burlington, filed this application for authority to discontinue operating between Wapello, Oakville and Burlington, and for authority to operate between Wapello, Newport, Mediapolis and Burlington in lieu thereof. Hearing held Apr. 16, 1926. Application granted on Apr. 19, 1926. Applicant authorized to abandon service between Wapello, Oakville and Burlington and to start operating between Wapello, Newport, Mediapolis and Burlington, on May 20, 1926. On May 20, 1926, Board adopted resolution amending Certificate No. 69 by canceling therefrom that part of Route 1, as described therein, between the east corporate limits of Wapello and the terminus in Burlington and substituting therefor the route applied for in the above case between the east corporate limits of Wapello and the terminus in Burlington, via Newport and Mediapolis.

No. H-535—1926. Nis N. Ostergaard, Camanche. Freight motor carrier—between Camanche and Clinton.

On Mar. 18, 1926, Nis N. Ostergaard, holder of Certificate of Convenience and Necessity No. 30, which authorizes him to operate as a passenger motor carrier between Camanche and Clinton, filed this application to also transport a limited amount of freight between said points on his passenger carrying motor vehicles. Hearing held May 6, 1926, and application granted May 12, 1926. On May 17, 1926, the Board adopted a resolution amending and extending Certificate No. 30 to authorize this carrier to also transport not to exceed six hundred pounds of freight on each of his passenger motor vehicles.

No. H-537—1926. W. E. McGiligan, Janesville. Freight motor carrier—between Janesville, Cedar Falls and Waterloo.

This application filed Apr. 1, 1926; hearing held May 25, 1926, and on June 12, 1926, the Board issued the following decision denying the application:

Appearances:

For the applicant, W. E. McGiligan, Janesville, Iowa.

For the Illinois Central Railroad Co., Objectors—G. W. Dawson, Atty., Waterloo, Iowa; L. E. McCabe, Supt., Dubuque, Iowa.

On April 1, 1926, W. E. McGilligan of Janesville, Iowa, filed application to operate as a motor carrier of freight between Waterloo, Cedar Falls and Janesville, with no set schedule. This application was later amended to exclude Cedar Falls. The applicant showed that a Chevrolet one ton truck would be employed, that the net financial resources are fifteen thousand nine hundred (\$15,900.00) dollars including thirteen thousand five hundred (\$13,500.00) dollars appraised equity in real estate. The line would compete with the Illinois Central.

This matter was set down for hearing at Waterloo, Iowa, May 25, 1926. The applicant introduced a petition signed by certain merchants who desired the service as proposed. Three witnesses testified that the proposed service would enable them to get goods from Waterloo the same day as ordered. Applicant stated that he would haul live stock but would wash out the truck before hauling fruit, vegetables and ice cream. The rates proposed to be charged were twenty cents (20c) per hundredweight for live stock and twenty-five cents (25c) per hundredweight for general merchandise.

The Illinois Central Railroad Company appeared as objector and by witnesses testified that no complaints had been filed as to the service they were rendering, that Janesville being a small station they could not continue to maintain an agent there if considerable revenue accruing to that station was diverted to the truck line, and that the Illinois Central had a local way freight each way daily and a passenger train carrying express each way daily.

From the facts adduced into the record and a careful review of the matter, we do not find that the proposed service would promote the public convenience and necessity. Certificate is therefore denied.

No. H-538—1926. Ward D. Walrod, De Witt. Passenger and freight motor carrier—between Wheatland, Calamus, Grand Mound, De Witt and Clinton.

This application filed Mar. 9, 1926; hearing held May 6, 1926, and on May 12, 1926, the Board directed that certificate issue authorizing the transportation of passengers and not to exceed three hundred pounds of freight in each of the motor vehicles to be operated over the route applied for, as soon as applicant had complied with preliminary requirements. Authorized to start operating on June 8, 1926. Certificate of Convenience and Necessity No. 91, containing authority granted, issued June 9, 1926.

No. H-539—1926. M. J. Cass, Monticello, and Laude and Huntoon Bus Line, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 8, authorizing M. J. Cass to operate as a passenger motor carrier between Monticello, Cascade and Dubuque, to the above partnership.

This application filed Apr. 8, 1926. On May 4, 1926, a resolution was adopted by a majority of the Board approving the transfer of the above certificate, such approval being effective as of May 24, 1926. Commissioner Webster dissented, in the following language.

"After fully considering the above application, it is my opinion that the amount proposed to be paid for the Certificate of Convenience and Necessity and a 1922 Stoughton 14 passenger bus with factory No. 2088, is excessive. I cannot, therefore, concur in the resolution adopted by the majority of the Board, approving the transfer."

No. H-540—1926. Laude and Huntoon Bus Line, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque. Passenger motor carrier—between Dubuque, Center Grove, Julian, Centralia, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop and Independence.

This application filed Apr. 10, 1926; hearing held June 17, 1926, and on

July 13, 1926, the Board rendered the following decision, denying the application:

Appearances:

For the applicant—Trewin, Simmons & Trewin, Attys., by J. H. Trewin, Cedar Rapids, Iowa.

For the Illinois Central Railroad Co., Objector—C. A. Helsell, Atty., Ft. Dodge, Iowa.

For the Waterloo, Cedar Falls & Northern Ry. Co., Objector—Maurice A. Welsh, Supt. and Traf. Mgr., Waterloo, Iowa.

On April 10, 1926, Laude and Huntoon Bus Line, Dubuque, Iowa, a partnership composed of Elliott B. Laude, Dubuque, Iowa, and Donald F. Huntoon, Dubuque, Iowa, filed application to operate as a motor carrier of passengers between Dubuque and Independence, a distance of about sixty-eight (68) miles, serving twelve (12) intermediate towns, proposing to make two round trips daily, and charging a rate of about four cents per mile. They proposed to employ two standard busses with full equipment and passenger capacity of not less than twenty (20) persons each. Their application further states that they will provide themselves with two substitute or extra equipment cars. Their financial statement shows the net assets of the partnership to be \$26,996.50 including \$12,000 subscription of limited partnership.

The Illinois Central Railroad Company, the Chicago Great Western Railroad Company, and the Waterloo, Cedar Falls & Northern Railway Company all filed written objections to the granting of a certificate to operate as a motor carrier as proposed.

The Waterloo, Cedar Falls & Northern Railway Company, in its written objection, states that in July, 1924, the Commission heard an application to operate as a motor carrier of passengers between the same points and over the same route as the instant case, and that for the apparent reason that the Commission did not affirmatively find that the public convenience and necessity would be served by granting such application, it was denied, and the Waterloo, Cedar Falls & Northern Railway Company contend that if for any reason the Commission should now find that the authorization of a passenger motor carrier service between Dubuque and Independence is in the interest of the public convenience and necessity, a rehearing should be granted upon the application of the Waterloo, Cedar Falls & Northern Railway Company, which application was originally filed June 30, 1924, heard July 25, 1924, and decided September 3, 1924, and the objections further state:

"1—Is there a necessity for passenger motor carrier service on the highway between Dubuque and Independence and will such operation promote the public convenience?

"2—If such necessity and convenience exists, should a certificate of authorization issue to Laude & Huntoon, the applicants, in view of the fact that the Waterloo, Cedar Falls & Northern Railway Company were prior applicants?

"The Waterloo, Cedar Falls & Northern Railway Company respectfully requests the Board of Railroad Commissioners to give consideration to this matter, as it seems that if the Commission does not adopt the course outlined in matters of this kind then there is nothing to keep various ones from filing applications for certificate of authorization and the Board would be obliged under the law to set down all of these cases and then eventually it might result in the last applicant being awarded the certificate of authorization or it would require that prior applicants would be required to keep an application on file and alive at all times."

The Illinois Central Railroad Company was represented by counsel at the hearing, objecting to the granting of the certificate to the Laude and Huntoon Bus Line as applied for between Dubuque and Independence. The Illinois Central Railroad Company now operate four passenger trains each way daily serving the towns along the proposed motor bus route, but one of the east bound daily passenger trains leaves Independence at 1:15



A. M. and arrives Dubuque 3:02 A. M., which schedule is not adapted to local day traffic.

The applicant introduced several witnesses testifying that the proposed service would promote the public convenience and necessity and that it would afford motor bus service at an hour more convenient than the existing rail line service, and that it was proposed to operate the motor busses on a schedule which would be in between the rail line schedule. None of the witnesses complained about the existing service as to the facilities but did state that the hours at which the trains operated were not satisfactory. Applicant introduced various exhibits, being petitions signed by over two hundred thirty (230) residents from Dyersville, Independence, Winthrop, Masonville, Delaware, Earlville and Dubuque, which petitions stated that the petitioners desired to have the proposed motor bus service established, that it would promote the public convenience and necessity, that more frequent means of travel was necessary, and that the train schedule was not arranged to be the most convenient time.

As objector, the Illinois Central Railroad Company introduced an exhibit signed by fifty-six (56) residents in and around Manchester objecting to the granting of this certificate as applied for, stating that the existing rail line service afforded Manchester was highly satisfactory and adequate for all of the service that was demanded, that to permit other and competing agencies to operate along this route would tend to curtail the revenue from the operation of the local trains to such an extent that the existing rail line service might be curtailed, which they did not desire to be caused. Mr. Maurice A. Welsh, Superintendent of the Waterloo, Cedar Falls & Northern Railway Company, testified as a witness for the Illinois Central Railroad Company, objectors, to the effect that their experience had been in the operation of motor carriers upon the highway that there was little or none of the so-called corner or crossroad or in between station traffic, and that to profitably operate they had found it necessary to operate a line with termini of fair size. From the exhibits as filed, the Commission finds that existing service being given by the Illinois Central Railroad Company is adequate, that there are four passenger trains west bound daily, leaving Dubuque 5:15 A. M., 6:15 A. M., 3:00 P. M., and 10:44 P. M., arriving at Independence 7:12 A. M., 8:15 A. M., 5:20 P. M. and 12:28 A. M., respectively, and that there are four passenger trains east bound daily Independence to Dubuque, leaving Independence 1:15 A. M., 9:41 A. M., 2:44 P. M. and 7:20 P. M., arriving at Dubuque 3:02 A. M., 11:55 A. M., 4:35 P. M. and 9:35 P. M., respectively. The train leaving Independence for Dubuque 1:15 A. M. does not, of course, afford any day time service. The record indicates that these trains are carrying about eighteen (18) passengers per train mile.

Giving due consideration to the objections as filed by the Waterloo, Cedar Falls & Northern Railway Company contending for the privilege of rehearing the application once heard and denied which was filed by them, and after a careful review of the record in this case, the Commission finds that the public convenience and necessity does not require the establishment of the proposed service, and certificate is therefore denied.

Commissioner Webster, concurring:

With three daily trains operating each way it can hardly be said that the existing service is not adequate and, if it were not, consideration, it is true, should be given the former applicant, the Waterloo, Cedar Falls & Northern Railway Company, which is furnishing excellent and dependable service as a motor carrier of passengers over other routes.

The applicants have made a satisfactory showing as to their financial ability to furnish the service proposed and would undoubtedly make stable and desirable operators.

I concur with the opinion.

No. H-541—1926. Boland and Duven, a partnership composed of Henry S. Boland and James S. Duven, Orange City, and I. E. Rucker, Spencer. Joint application for approval of proposed transfer of authority to operate over Route No. 2—Termini: Spencer and Sheldon, as contained in Certificate of Convenience and Necessity No. 5, from the above named partnership to Mr. Rucker.

This application filed April 12, 1926. On April 27, 1926, the Board adopted a resolution, reading in part as follows:

"Resolved, that the Board hereby approves the transfer of that part of Certificate of Convenience and Necessity No. 5 authorizing said partnership to operate as a motor carrier for the public transportation of passengers for compensation over Route No. 2—Termini: Spencer and Sheldon, as described in said Certificate, to I. E. Rucker, Spencer, Iowa, such approval being effective as of May 1, 1926, and be it therefore further

"Resolved, that Certificate of Convenience and Necessity No. 131, effective May 1, 1926, be issued to Boland and Duven, Orange City, Iowa, a partnership composed of Henry S. Boland, Orange City, Iowa, and James S. Duven, Orange City, Iowa, authorizing said partnership to operate as a motor carrier for the public transportation of passengers for compensation between Orange City and Alton, Iowa, over the route described in Certificate of Convenience and Necessity No. 5, and be it further

"Resolved, that Certificate of Convenience and Necessity No. 132, effective May 1, 1926, be issued to I. E. Rucker, Spencer, Iowa, authorizing him to operate as a motor carrier for the public transportation of passengers for compensation between Spencer and Sheldon, Iowa, over the route described in Certificate of Convenience and Necessity No. 5, and be it further

"Resolved, that Certificate of Convenience and Necessity No. 5, be and it is hereby revoked as of May 1, 1926."

Commissioner Webster, dissenting:

"My information is that busses of the class proposed to be transferred with the right to operate in this case, cost around seventeen hundred (\$1,700.00) to eighteen hundred (\$1,800.00) dollars new and, figuring depreciation since 1924, the bus in this case is probably not worth more than seven hundred fifty (\$750.00) dollars at present. Therefore, the purchaser would be paying approximately twenty-seven hundred fifty (\$2,750.00) dollars for the right to operate and would owe nineteen hundred (\$1,900.00) dollars—this should not be approved, as in my opinion, the consideration is excessive."

No. H-542—1926. Ralph Vincent Spencer, Booneville. Freight motor carrier—between Booneville and Des Moines.

This application filed April 19, 1926; hearing held Sept. 14, 1926, and granted on Sept. 17, 1926. Authorized to start operating on Oct. 15, 1926. Certificate of Convenience and Necessity No. 149, containing authority applied for, issued Oct. 15, 1926.

No. H-543—1926. Joe Bos, Hampton, owner and operator of The Joe Bos Truck Line. Freight motor carrier—between Hampton, Geneva, Faulkner, Ackley and Iowa Falls.

This application filed Apr. 20, 1926. Dismissed on July 15, 1926 because it appeared that applicant did not desire to complete application and have formal hearing.

No. H-544—1926. Laude and Huntoon Bus Line, a partnership composed of Elliott B. Laude and Donald F. Huntoon, Dubuque. Passenger motor carrier—between Dubuque, Saxeville, Durango, Richardsville, Cottage Hill, Holy Cross, Luxemburg, New Vienna, Petersburg, Greeley, Edgewood, Strawberry Point, Osborne and Elkader.

This application filed Apr. 22, 1926 and hearing held June 17, 1926, at which time applicant withdrew that part of application asking for authority to operate between Strawberry Point and Elkader. Granted



as applied for between Dubuque and Strawberry Point, on June 28, 1926. Board granted applicant extension of time until Aug. 28, 1926 to start operating. Authorized to start operating on Aug. 28, 1926. Certificate of Convenience and Necessity No. 143, containing authority granted issued Oct. 15, 1926.

No. H-545—1926. E. W. Sabin, Kanawha. Freight motor carrier—between Mason City and Kanawha but not to or from intermediate points.

This application filed Apr. 23, 1926; hearing held Aug. 10, 1926, and granted Aug. 12, 1926. Authorized to start operating on Sept. 25, 1926. Certificate of Convenience and Necessity No. 150, containing authority applied for, issued Nov. 3, 1926.

No. H-546—1926. Richard Giese, Ackley. Freight motor carrier—between Ackley and Iowa Falls.

This application filed Apr. 23, 1926; hearing held May 26, 1926, and on June 12, 1926 the Board issued the following decision, denying the application:

#### Appearances:

For the applicant—John R. Heinz, Atty., Ackley, Iowa. Richard Geise, Ackley, Iowa.

For the Illinois Central Railroad Co., Objectors—C. A. Helsell, Atty., Ft. Dodge, Iowa. T. H. Sullivan, Supt., Ft. Dodge, Iowa.

On April 24, 1926, Richard Geise of Ackley, Iowa filed application with this Board to operate as a motor carrier of freight upon the highway between Iowa Falls and Ackley, proposing to operate only twice weekly on Mondays and Fridays, one round trip. The financial statement of the applicant shows his net assets to be Five Thousand Eight Hundred Thirty-eight (\$5,838.00) Dollars, including Five Thousand (\$5,000.00) Dollars appraised value of real estate. He proposes to use a Ford one ton truck, charging twenty cents (20c) per hundredweight for all classes of freight hauled, and the line would compete with the Illinois Central Railroad Company.

This matter was set down for hearing ten A. M., Woods Hotel, Iowa Falls, Iowa, May 26, 1926. The applicant was represented by counsel, and several witnesses who were merchants of Ackley testified that while there existed a rail line service affording daily shipments into and out of Ackley, they did desire to see a truck line established believing it would promote the convenience and necessity, mainly because they could get fruit and vegetables on Mondays and Fridays by giving the order to the applicant, who would haul the goods from Iowa Falls. The complaints against the Illinois Central Service were that sometimes it was an hour after the goods arrived at Ackley before the drayman could get and deliver them. Also that as the way freight train left Iowa Falls at 8:10 A. M., it necessitated their ordering goods from Iowa Falls the day before.

The Illinois Central Railroad Company appeared as objector and their witnesses testified that they rendered daily way freight service each way, also three passenger trains carrying express each way daily, that no complaints as to their service had been made, that the running time of their way freight Iowa Falls to Ackley was one hour and eighteen minutes, that the business obtained between Iowa Falls and Ackley was very light, and if some was diverted to the truck line it might tend to cause curtailment of the local service they now rendered not only to Iowa Falls and Ackley but all towns on the Division. It was the contention of the objectors that no other two towns of equal size in Iowa were better served than these towns who have four local trains each way daily, one carrying freight and three passengers and express.

It did not appear that the applicant would be able to execute the daily, monthly and annual reports required of motor carriers. It further ap-

peared that the applicant's understanding was limited as to his obligations as a public carrier.

From the facts adduced into the record and after a careful review of the matter, we do not find that the proposed service would promote the public convenience and necessity. Certificate is therefore denied.

No. H-547—1926. C. E. Wahlstrom, Rembrandt. Freight motor carrier—between Rembrandt, Truesdale and Storm Lake.

This application filed Apr. 26, 1926; hearing held July 6, 1926, and granted July 13, 1926. Authorized to start operating on Aug. 3, 1926. Certificate of Convenience and Necessity No. 148, containing authority applied for, issued Sept. 23, 1926.

No. H-548—1926. F. E. Wyman, Griswold, and Carl Baldwin, Griswold. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 53, authorizing F. E. Wyman to operate as a passenger motor carrier between Griswold, Carson, Treynor and Council Bluffs, to Mr. Baldwin.

This application filed Apr. 29, 1926. Transfer approved being effective May 13, 1926.

No. H-549—1926. Fort Dodge, Des Moines & Southern Transportation Co., Boone. Passenger motor carrier—between Ft. Dodge, Badger, Humboldt, Livermore, St. Joe, Algona, Hobart, Whittemore, Cylinder, Emmetsburg, Crippen Siding, Ruthven, Dickens, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake.

This application filed Apr. 30, 1926; hearings held June 9th and July 21, 1926, and on July 29, 1926 the Board issued the following decision, granting authority applied for between Ft. Dodge and Spencer and denying the authority applied for between Spencer and Spirit Lake:

Hearing of June 9, 1926

#### Appearances:

For applicant—W. R. Dyer, Atty., Boone, Iowa; C. H. Crooks, Pres., Boone, Iowa.

For Minneapolis & St. Louis R. R. Co., objector—B. B. Burnquist, Atty., Ft. Dodge, Iowa.

For Chicago, Milwaukee & St. Paul Ry. Co., objector—C. L. Taylor, Atty., Des Moines, Iowa; J. W. Corey, Jr., Atty., Spencer, Iowa.

For Harris Brothers, objectors—J. W. Corey, Jr., Atty., Spencer, Iowa. Hearing of July 21, 1926

For applicant—W. R. Dyer, Atty., Boone, Iowa.

On April 30, 1926, the Fort Dodge, Des Moines & Southern Transportation Company, of Boone, Iowa, a corporation, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa, between Fort Dodge, Dakota City, Humboldt, Livermore, St. Joe, Algona, Hobart, Whittemore, Cylinder, Emmetsburg, Crippen Siding, Ruthven, Dickens, Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake, in Webster, Humboldt, Kossuth, Palo Alto, Clay and Dickinson Counties, Iowa.

This applicant now holds Certificate of Convenience and Necessity No. 6 which authorizes it to operate as a motor carrier of passengers between Fort Dodge, Dakota City, Humboldt, Livermore, St. Joe and Algona and is making three round trips daily over this route.

The applicant now proposes to make two round trips daily over what is designated as Route No. 1, having Fort Dodge and Algona as termini, and two round trips daily over what is designated as Route No. 2, having Fort Dodge and Spirit Lake as termini.

It is also proposed to charge a fare of about four cents a mile and to use sedan type busses having a seating capacity of twenty passengers each.

The application was set down for hearing on June 9, 1926, eleven o'clock A. M., at the Chamber of Commerce, Ft. Dodge, Iowa, at which



time full hearing was had and the case taken under advisement with the understanding that the objectors might file written argument within one week, the applicant to have one week in which to file reply.

Written objections to the granting of the application were filed by the Chicago, Rock Island & Pacific Railway Company, Chicago, Milwaukee & St. Paul Railway Company and Harris Brothers of Spencer, Iowa.

Applicant was represented at the hearing of June 9th by W. R. Dyer, Attorney, Boone, Iowa, and C. H. Crooks, President, Boone, Iowa.

Appearances were also made at the hearing of June 9, 1926 on behalf of the Minneapolis & St. Louis Railroad Company, Chicago, Milwaukee & St. Paul Railway Company and Harris Brothers, objecting to the granting of a Certificate, contending that the respective territory which each of the objectors serve is now being adequately served with means for travel.

Written arguments were filed on behalf of Harris Brothers and the Chicago, Milwaukee & St. Paul Railway Company, on June 14, 1926 and June 15, 1926, respectively, and written reply to these arguments was filed on June 18, 1926 on behalf of applicant.

However, on June 28, 1926, because of improper publication of notice of the June 9th hearing in Humboldt and Palo Alto Counties, the Board named July 21, 1926, ten o'clock A. M., at the office of the Webster County Auditor, Ft. Dodge, Iowa, as time and place for continued hearing and directed that notice of the continued hearing be published, as prescribed by law, in those counties.

The continued hearing was called on July 21, 1926, at the time and place fixed for such hearing, at which time it was found that proper publication of notice of continued hearing had been made in Humboldt and Palo Alto Counties. Mr. W. R. Dyer, Attorney, Boone, Iowa, appeared at this hearing for the applicant and no other appearances were made. No further testimony was taken at this hearing and the application was taken under advisement.

The Chicago, Milwaukee & St. Paul Railway Company, a steam railroad, operates between Algona and Spirit Lake, and Harris Brothers operate as a motor carrier of passengers between Spencer and Spirit Lake, both of which serve the same intermediate points as proposed by applicant.

There are no direct ways of through travel between Fort Dodge and Spirit Lake but there are several ways of traveling between those points, going all the way by rail or bus or by making changes from one to the other.

The following table, compiled from exhibits introduced in this case and schedules on file, shows the passenger service now being rendered by rail and motor carrier lines between Algona and Spirit Lake:

C. M. & St. P. Ry. Co.							
Mile- age	A AM	A PM		A AM	A PM	Popula- tion	
0	6:10	3:13	Algona	11:18	8:00	3,724	
4	....	3:20	Hobartton	11:05	....	....	
11	....	3:25	Whitemore	10:51	....	618	
18	....	3:45	Cylinder	10:36	....	374	
24	6:47	4:03	Emmetsburg	10:23	7:20	2,762	
29	....	....	Crippen	....	....	....	
36	....	4:25	Ruthven	10:02	....	809	
42	....	4:37	Dickens	9:50	....	337	
48	7:26	4:55	Spencer	9:38	6:43	4,599	
C. M. & St. P. Ry. Co.							
Mile- age	B AM	B PM	B PM	B AM	B PM	Popula- tion	
0	8:00	2:35	2:05	Spencer	6:55	2:35	4,599
5	8:25	2:55	....	Postoria	6:30	2:25	119
13	9:00	3:10	2:28	Milford	6:17	2:00	908
16	9:15	3:17	2:45	Arnolds Park	6:10	1:20	478
21	9:30	3:30	2:57	Lake Okoboji	6:07	1:25	....
27	9:30	3:30	2:45	Spirit Lake	6:00	1:15	1,791

## Harris Brothers

B AM	C AM	B PM	C PM	B PM		B AM	A PM	A PM
6:30	10:00	12:30	1:00	5:15	Spencer	9:10	2:55	7:45
6:50	10:20	12:50	1:20	5:35	Postoria	8:50	2:35	7:25
7:05	10:35	1:05	1:35	5:50	Milford	8:35	2:20	7:10
7:20	10:50	1:20	6:00	6:05	Arnolds Park	8:20	2:05	6:55
7:35	11:05	1:35	6:25	6:25	Spirit Lake	8:00	1:45	6:35

A-Daily.  
B-Daily except Sunday.

C-Sunday only.

360 and 361-Mixed freight and passenger trains.

At the opening of the hearing on June 9, 1926, the objectors moved that the evidence in this Board's Docket No. H-509, which was heard on September 22, 1925, and denied on November 9, 1925, be considered in adjudicating the instant case the applicant made a motion to quash the motion. The presiding Commissioner did not rule on this motion but submitted it to the entire Commission.

In the written argument of counsel for Harris Brothers, objectors, it is stated:

"This motion should be carefully considered with the thought in mind that a precedent must be established sooner or later and it is to be assumed that on passing on the motion that the Commission did, on a former hearing, carefully consider the evidence and having found that the application should be denied for the reason that it would not, if granted, promote the public convenience and necessity, and having so found that it would not so promote the public convenience and necessity, the applicant has had his day in court and is not entitled at a later date, that is, within a reasonable time, to again apply, introduce the same evidence, make no stronger showing than he made before, and asks the Commission to look more favorably upon his application than at the former hearing, I am willing to concede that there would be no merit to this motion if after an application had been refused and second application made, the applicant showed additional reasons and new testimony showing that conditions had changed, the sentiment of the public had changed, other carriers along the same route had changed their schedule, discontinued their service and the like, but the trouble with the applicant in this second hearing is that he has shown no new or additional facts why the application should be granted, therefore, the motion should be sustained."

In replying to the arguments of Harris Brothers and the Chicago, Milwaukee & St. Paul Railway Company, counsel for the applicant, in commenting on motion made by objectors to consider the evidence in the former hearing, says:

"However, even though the parties to the cause be the same there are certain features which we believe render the evidence inadmissible, in that the proposed schedules of the applicant are different, additional towns are included and there was evidence on the instant hearing that convenience and necessity would be met by the extension of the Algona route now in operation by the applicant."

"The motion made by the objectors at the close of the applicant's evidence should be over-ruled because though the parties are the same, different conditions exist in that the towns of Milford, Postoria and the territory intermediate between Spencer and Spirit Lake are to be served, which was not true in the former hearing and the further overshadowing reason that there was evidence by Mr. Crooks, President of the applicant company, of the lack of sufficient revenue from the operation of what is known in the record as the 'Algona Bus Line' from Ft. Dodge to Algona to justify its operation for a much longer period of time and that an extension of said route in his opinion is necessary to justify its existence. If this line is abandoned the convenience of the public will be seriously hampered. It may be said in reply to this last statement that if the line is not paying its way it is because there is no convenience or necessity

but with the extension, if the permit is granted through Spirit Lake, it is thought of the applicant that it can continue to operate the Algona line, thereby conveniencing those who desire to use it and turn it into a profit paying route by the extension."

The statute is silent as to how often an applicant may apply for a Certificate of Convenience and Necessity but the Commission believes it is within its province and function to deny repeated hearings where the matter has been once heard and adjudicated unless there is a substantial change in conditions.

After a careful consideration of arguments of counsel and the facts, we believe that the application before us, while the parties are the same and the route the same, does include some service to points not proposed to be served before, and that the evidence introduced in the instant case relating to the nonprofitable operation of the Ft. Dodge-Algona line, now operated by the applicant, should be considered. The motion made by counsel for objectors, that the evidence in the former hearing be considered by the Commission in this application, is overruled, and the Commission will proceed to decide the matter on the record in the present proceeding.

The applicant contends that the establishment of the proposed service would promote the public convenience and necessity in that it would afford a means of through travel between Fort Dodge and Spirit Lake; that it would supplement its existing Fort Dodge-Algona line; that the Fort Dodge-Algona operation in itself is not profitable and it is necessary to extend its operations into other territory. Several witnesses testified in behalf of the applicant that the establishment of the proposed service would be a considerable convenience and a necessity to the towns and territory through which the applicant proposed to operate. These witnesses were all reputable persons and their testimony was not impeached.

A petition was filed, signed by twenty-five residents of Emmetsburg, asking this Commission to grant to the Fort Dodge, Des Moines & Southern Transportation Company, a Certificate of Convenience and Necessity to operate as proposed. Also, a petition signed by fifty-four residents of Humboldt, Algona, Ruthven, Spirit Lake, and Spencer was filed with the Board, asking that the applicant herein be granted a Certificate of Convenience and Necessity.

The applicant has demonstrated its ability to fulfill the obligations of a common carrier on the highway. It has ample financial ability to afford the proper equipment and service for any motor bus lines it may operate.

The Chicago, Milwaukee & St. Paul Railway Company, objector, introduced the following at the hearing of June 9th:

1. Written remonstrances to the granting of the application, signed by seventy-one farmers, citizens, residents and business men of Emmetsburg, Iowa; fifty-three residents, farmers, citizens and business men of Algona, Iowa; eighty residents, farmers, citizens and business men of Whittemore, Iowa; twenty-four residents, citizens, business men and farmers of Dickens, Iowa; sixteen residents, farmers, citizens and business men of Cylinder, Iowa, and surrounding country, and twelve residents, farmers, citizens and business men of Hobarton, Iowa; stating that their experience had been that the transportation of passengers by bus had been uncertain and unsatisfactory and that the establishment of bus lines in competition with railroads necessarily deprives the railroads of the passenger traffic which is carried by the motor lines. They also state that they believe the railroads must be retained for at least the long haul and that the establishment of every bus line has a tendency to reduce the railroad service.

2. Petition, signed by thirty-one citizens of Okoboji, Iowa, asking the Board to withhold the certificate of authority as applied for.

3. Written communication, addressed to the Board and signed by the President and Secretary of the Arnold's Park Commercial Club, protest-

ing against the granting of a certificate to any transportation company to operate in that territory and stating that that stand was not taken against any particular company but that the opinion prevailed that the present transportation service was adequate.

4. Written communication, addressed to the Board and signed by the Town Clerk of Arnold's Park, stating that the Council of that town was opposed to the granting of this application.

5. Petition, signed by twenty-five citizens, farmers and business men of Milford, Iowa, protesting against the granting of the authority applied for.

The following were introduced by Harris Brothers, objectors, at the June 9th hearing:

1. Six affidavits, signed by persons of Spencer, Arnold's Park and Spirit Lake, stating that from their personal knowledge of the equipment, the daily schedule maintained and the service rendered by Harris Brothers between Spencer and Spirit Lake, that said service was highly satisfactory and adequate in every way and that if, for any reason, the service now rendered by Harris Brothers should be discontinued, the public welfare and convenience as to transportation between those points, would be greatly affected.

2. Petitions, signed by over eight hundred twenty residents of Spencer, Fosteris, Milford, Spirit Lake, Arnold's Park and Okoboji, stating:

"1. That there is at this time and has been for several years adequate and efficient service for transportation of passengers between Spencer, Iowa and Spirit Lake, Iowa, maintained by Harris Bros., and by the C. M. & St. P. Ry. Co.

"2. That the equipment maintained by said Harris Bros., and said Railway Company is and has been adequate, up to date and amply sufficient to meet all requirements for the convenience and necessity of the public.

"3. That the present schedule maintained by Harris Bros., is so maintained as to give efficient and proper service to the traveling public."

The Commission finds that there is not now available any through service between Fort Dodge and Spirit Lake but that the proposed motor bus service would provide a through means of travel between those points. We find that between Fort Dodge and Algona there is no direct connecting rail service but that the applicant herein now operates what appears to be adequate motor carrier service between those points. Between Algona and Spencer, we find that the Chicago, Milwaukee & St. Paul Railway Company operates two passenger trains each way daily, carrying mail, baggage, express and passengers, with ample facilities for all traffic offered. We find between Spencer and Spirit Lake, the Chicago, Milwaukee & St. Paul Railway Company operates two passenger and one mixed passenger and freight train each way daily, except Sunday, and that Harris Brothers operate three round trips daily, except Sunday, and two round trips on Sunday. By this service between Spencer and Spirit Lake, the public is afforded at six different times of the day, either rail or motor bus service.

From a careful review of all the evidence of record, we find that the establishment of the proposed service between Spencer and Spirit Lake would not promote the public convenience and necessity. It is not shown that there is any requirement for further service between those points. The record indicates that the existing service between Spencer and Spirit Lake is and has been adequate and satisfactory to the traveling public and to the residents in and about the various towns intermediate thereto. We believe proper regulation includes a fostering guardianship of that which we regulate. This Commission in considering applications for motor carrier lines should not destroy existing service being rendered by authorized agencies either by rail or upon the highway. Neither the statute nor certificate issued by this Board conveys an exclusive use of the highway by a motor carrier but from an economic standpoint and



that of the public in general, it would be wrong not to draw a line as to the number of agencies performing the function of a common carrier in a particular territory. In adjudicating this matter, the Commission must consider the public convenience and necessity and not the private gain and profit of one who might seek the right to operate as a motor carrier. The state regulates the service and the rates which common carriers charge and from which these carriers derive revenue and to not afford some protection to existing carriers when they are adequately and satisfactorily performing that service, is uneconomic and not sound or proper regulation.

This Commission might grant motor carrier certificates to operate in a given territory together with the existing rail service up to a saturation point but some carriers in the meantime have fallen by the wayside, investment in the carrier property destroyed.

In view of the splendid motor carrier service that has been rendered the public by Harris Brothers between Spencer and Spirit Lake, we believe that both the applicant herein and Harris Brothers should agree on such connections at Spencer that passengers will secure the benefit of a through route between Fort Dodge and Spirit Lake. We believe it is within the province of this Commission, in the interest of the public, to require such re-adjustment of schedules as may be necessary to provide accommodations for the public.

As to that part of the application, between Fort Dodge and Spencer, because the applicant herein now holds a certificate from this Commission and does operate as a motor carrier of passengers between Fort Dodge and Algona, and the proposed service being supplemental thereto, and the proposed schedule of the applicant being such as to not conflict with but being rather in between existing train schedules, the Commission finds that establishment of the proposed service between Fort Dodge and Spencer would promote the public convenience and necessity. Certificate to operate as proposed, between Fort Dodge and Spencer, will be issued. Certificate to operate as proposed, between Spencer and Spirit Lake, is denied.

Chairman Lewis, Concurring in part:

In order that some results may be obtained, I concur in the foregoing opinion only insofar as it grants to the applicant the right to operate as a motor carrier between Fort Dodge and Spencer. In my opinion the right to so operate should extend to Spirit Lake as applied for. There are many observations in the opinion with which I can not agree. I deem it unnecessary to enter into a further discussion as my views were fully expressed in my dissenting opinion when similar application was denied by a majority of this Commission on November 9, 1925.

Commissioner Webster, Dissenting:

I do not think the situation has changed materially since the September, 1925 hearing on a former application of the applicant in this case to operate over practically the same route.

I cannot speak too highly of the character of the motor carrier service furnished by the applicant over other routes and of the desirability of transportation companies of this nature in furnishing dependable service but, in my opinion, convenience and necessity has not been shown in this case.

Started operating Sept. 1, 1926. Certificate of Convenience and Necessity No. 146, containing authority granted, issued Sept. 23, 1926.

No. H-550—1926. L. B. Webster, Osceola, et al., vs. C. C. Richardson, Indianapolis, owner and operator of Iowa Motor Transit Co. Motor carrier—Petition to revoke rights granted under Certificates Nos. 13 and 47 and Docket No. H-485.

This petition filed Apr. 30, 1926 and hearings held May 27th and July 7, 1926. Inasmuch as Certificate of Authorization No. 13 had been revoked; Certificate of Convenience and Necessity No. 47 transferred, and Docket

No. H-485 closed, the Board, on July 15, 1926, directed that this petition be dismissed.

No. H-551—1926. Wolverton Transportation Co., Knoxville, a partnership composed of W. R. Wolverton and E. E. Sells, St. Charles. Freight motor carrier—between Knoxville, Monroe, Prairie City and Des Moines.

This application filed May 1, 1926; hearing held May 24, 1926, and on June 12, 1926 the Board issued the following decision denying the application:

For the applicant—Wm. Schweiker, Atty., Des Moines, Iowa; W. R. Wolverton, St. Charles, Iowa.

For the C. R. I. & P. Ry. Co., Objectors—R. N. Lynch, Atty., Des Moines, Iowa.

On May 1, 1926, the Wolverton Transportation Company of Knoxville, Iowa, a partnership composed of W. R. Wolverton, St. Charles, Iowa and E. E. Sells, St. Charles, Iowa, filed application to operate as a motor carrier of freight between Des Moines, Prairie City, Monroe and Knoxville, making one round trip daily except Sunday, charging forty cents per hundred weight on first class and twenty cents per hundred weight on second class freight between any of the towns, the distance of the proposed route being forty-nine and fifteen-hundredths (49.15) miles. Assets of applicant were shown to be two thousand six hundred seventy-five dollars (\$2,675.) including one thousand twenty-five dollars (\$1,025.) value of motor vehicles and one thousand one hundred fifty dollars (\$1,150.) value of garage equipment and supplies.

This matter was set down for hearing at the office of the Board at Des Moines, Iowa, May 24, 1926. The Chicago, Rock Island & Pacific Railway Company appeared as objectors. The applicant had several witnesses who testified that the proposed service would be of considerable convenience and necessity. They stated it would expedite the service between Des Moines and the other towns as they could get the goods the same day they were ordered by giving the order to the applicant.

The Chicago, Rock Island & Pacific Railway Company testified that they had a local freight train leaving Des Moines 6:10 A. M., daily except Sunday, arriving at Prairie City 7:35 A. M., Monroe 8:45 A. M., returning leaving Monroe 10:00 A. M., Prairie City 11:06 A. M., arriving Des Moines shortly after noon. Also that the Chicago, Burlington & Quincy Railroad Company operated a direct line to Knoxville and have a daily except Sunday mixed passenger, express and freight train service each way between Des Moines and Knoxville. Several witnesses for the objectors testified that the service to Monroe and Prairie City was very satisfactory.

The Commission doubts the financial ability of the applicant to fulfill the obligations of a public carrier and after a careful review of the facts in this case we do not find that the establishment of the proposed service would promote the public convenience and necessity. Certificate is therefore denied.

No. H-552—1926. Ben R. Gochanour, Anita. Freight motor carrier—between Adair and Anita and between Anita, Wiota and Atlantic.

This application filed May 3, 1926; hearing held July 7, 1926, and on July 13, 1926, the Board issued the following decision denying the application:

For the applicant—Ben R. Gochanour, Anita, Iowa.

For the objectors—C. R. I. & P. Ry. Co., R. N. Lynch, Atty., Des Moines, Iowa; Clarence Vetter, Atlantic, Iowa; E. C. Dorsey, Anita, Iowa.

On May 3, 1926 Ben R. Gochanour, Anita, Iowa made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the public transportation of freight for compensation between Adair and Anita and between Anita, Wiota and Atlantic in Adair and Cass Counties, Iowa. The applicant proposes to use a 1925 one ton Chevrolet truck, making two round trips each day between Anita and Atlantic and maintaining no regular schedule between Anita and Adair.

tificate of Convenience and Necessity No. 98, authorizing Geo. L. Miller to operate as a freight motor carrier between Hampton, Sheffield, Rockwell and Mason City, to Mr. Heimendinger.

This application filed May 14, 1926. Transfer approved, effective as of noon on May 28, 1926.

No. H-558—1926. Benjamin W. Crips, Ottumwa. Freight motor carrier—between Ottumwa, Eddyville and Oskaloosa and between Ottumwa and Bloomfield.

On May 25, 1926, Benjamin W. Crips, holder of Certificate of Convenience and Necessity No. 18, which authorizes him to operate as a passenger motor carrier between the above points, filed this application for authority to also transport a limited amount of freight between said points on his passenger carrying motor vehicles. Hearing held and application granted on Oct. 21, 1926. On Nov. 20, 1926, the Board adopted a resolution amending and extending Certificate No. 18 to authorize this carrier to also transport not to exceed two hundred pounds of freight on each of his passenger motor vehicles.

No. H-559—1926. W. A. Boldon, Alden, and J. Edward Bailey, Alden. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 120, authorizing W. A. Boldon to operate as a freight motor carrier between Alden and Iowa Falls, to J. Edward Bailey.

This application filed May 28, 1926. Transfer approved, effective as of 12:01 A. M. on June 9, 1926.

No. H-560—1926. Mercer Transfer & Storage Company, Burlington. Freight motor carrier—between Burlington, Wever and Ft. Madison.

This application filed June 8, 1926; hearing held July 8, 1926, and on July 13, 1926, the Board issued the following decision denying the application:

For the applicant—J. J. Seerley, Atty., Burlington, Iowa; G. W. Mercer, Burlington, Iowa.

For the C. B. & Q. R. R. Co., Objectors—J. C. Pryor, Atty., Burlington, Iowa; W. A. Card, Genl. Supt., Burlington, Iowa.

For the Gehle Motor Transportation Co., Ft. Madison and H. B. Green Motor Transport Co., Burlington, Objectors—G. W. Potts, Atty., Ft. Madison, Iowa.

For the American Railway Express Co., Objectors—C. F. Belcher, Supt., Lincoln, Nebraska.

The Mercer Transfer & Storage Company, Inc., Burlington, Iowa on June 8, 1926, filed application to operate as a motor carrier of freight in Des Moines and Lee Counties between Burlington and Fort Madison serving the intermediate town of Wever, proposing to operate one round trip daily except Sunday. This matter was set down for hearing July 8, 1926, at the Court House, Burlington, Iowa, at which time the case was fully heard. The Chicago, Burlington & Quincy Railroad Company, the American Railway Express Company, H. B. Green Motor Transport Company and the Gehle Motor Transportation Company all appeared as objectors to the granting of the Certificate as petitioned for. The applicant was represented by counsel but introduced no witnesses other than himself. The witness stated that the Mercer Transfer & Storage Company, Inc., of Burlington had numerous clients for whom they stored and warehoused goods. They also acted as distributors for those clients and were at this time operating a freight motor carrier line between Fort Madison and Burlington on the Illinois side of the river. Witness further stated that it was the desire of the applicant to operate over the Iowa highway and comply with the Iowa laws with reference to carriers continuing the distribution of the warehouse goods and also holding themselves out to the public as public carriers accepting and hauling all goods that might be offered. Witness stated that existing service was

not satisfactory or convenient to them. Several written requests for the establishment of the proposed service were introduced.

The Commission finds that the Chicago, Burlington & Quincy Railroad Company operate local way-freight service between Burlington, Wever and Fort Madison; that the American Railway Express Company afford service on passenger trains operating between those points; also, there are two freight motor carrier lines serving this territory.

Considering all the testimony herein the Board does not find that the establishment of the proposed service would promote the public convenience and necessity, and granting of certificate is therefore denied.

No. H-561—1926. Theodore Lee, Glenwood, owner and operator of Lee Transfer. Freight motor carrier—between Glenwood and west corporate limits of Council Bluffs, for public transportation of interstate freight exclusively between Glenwood, Iowa and Omaha, Neb.

This application filed June 12, 1926 and applicant authorized to start operating at noon on June 16, 1926. Certificate No. 141, containing authority applied for, issued July 8, 1926.

No. H-563—1926. Gehle Motor Transportation Co., a partnership composed of C. C. Gehle, V. E. Gehle and Ed. Gehle, Ft. Madison. Freight motor carrier—between Ft. Madison, Montrose and Keokuk.

This application filed June 14, 1926; hearing held July 8, 1926, and on July 13, 1926 the Board issued the following decision denying the application:

For the applicant—G. W. Potts, Atty., Fort Madison, Iowa; C. Gehle, Fort Madison, Iowa.

For the C. B. & Q. R. R. Co., Objectors—J. C. Pryor, Atty., Burlington, Iowa; W. A. Card, Genl. Supt., Burlington, Iowa.

For T. A. Stiles, Montrose, Iowa, Objector—Poor & Beckman, Attys., by Mr. Poor, Burlington, Iowa.

On June 14, 1926, the Gehle Motor Transportation Company, of Fort Madison, Iowa, filed application to operate as a motor carrier of freight between Ft. Madison, Montrose and Keokuk in Lee County, proposing to make one round trip daily.

The matter was heard July 8, 1926 at the Court House, Burlington, pursuant to published notice.

The Chicago, Burlington & Quincy Railroad Company and T. A. Stiles, motor carrier, appeared as witnesses objecting to this application. The applicant introduced very little testimony tending to show that the establishment of this service as proposed would promote the public convenience and necessity.

The objectors showed that the service now being given by rail and motor carrier was satisfactory and adequate.

Objections were filed by some business houses of Montrose, Iowa, the Keokuk Shippers Association, the Independent Baking Company, Lagomarcino-Grupe Company, Wells & Son, Kellogg-Dirge of Keokuk, to the granting of any additional service, stating that present service as given by T. A. Stiles, freight motor carrier, and the railroad company was satisfactory and adequate, and if additional service was instituted such service would impair the efficiency of the existing carriers.

Upon careful consideration of all the testimony herein, the Commission does not find that the service as proposed would promote the public convenience and necessity and certificate is therefore denied.

No. H-564—1926. Fred Kohlscheen, Atlantic. Passenger motor carrier—between Atlantic, Lewis, Whipple, Oakland, Quick and Council Bluffs.

This application filed June 17, 1926; hearing held Sept. 15, 1926, and on Sept. 28, 1926 the Board issued the following decision denying the application:

For the applicant—T. C. Whitmore, Atty., Atlantic, Iowa.

For Chicago, Rock Island & Pacific Railway Company, objector—R. N. Lynch, Atty., Des Moines, Iowa.



For P. R. Davis, Avoca, Iowa, objector—Turner & Turner, Attys., Avoca, Iowa, by J. W. Turner.

On June 17, 1926, Mr. Fred Kohlscheen, of Atlantic, Iowa, filed an application with this board for a Certificate of Convenience and Necessity to operate as a motor carrier of passengers, under the provisions of Chapters 4 and 5, Laws of the Forty-first General Assembly, between Atlantic, Lewis, Whipple, Oakland, Quick and Council Bluffs, in Cass and Pottawattamie Counties, Iowa, over the highways described in said application. Applicant's financial statement shows that he had, on June 16, 1926, net assets of \$5,230.00. Applicant proposed to make one round trip daily over the route applied for, using a 1926 International bus with a seating capacity of eighteen passengers.

This matter was set down for hearing on September 15, 1926, ten o'clock A. M., at the office of the Board in Des Moines, and notice of such hearing was published as prescribed by law. The application came on for hearing at the time and place named at which time full hearing was had and the case taken under advisement.

Written objections to the granting of this application were filed by the Chicago, Rock Island & Pacific Railway Company, a steam railroad, which serves Atlantic, Lewis, Oakland and Council Bluffs, and by Mr. P. R. Davis, of Avoca, Iowa, who is operating as a motor carrier of passengers between Avoca, Hancock, Oakland, Carson, Treynor and Council Bluffs.

Written objections to the granting of the above application were also filed by The Omaha Bee and The World-Herald, newspapers published at Omaha, Nebraska.

The Chicago, Rock Island and Pacific Railway Company operates four passenger trains each way daily between Council Bluffs and Atlantic, the termini of the proposed route; two mixed trains each way daily except Sunday between Atlantic and Lewis, and one mixed train each way daily except Sunday between Avoca and Oakland. Mr. P. R. Davis makes one round trip daily between Avoca and Council Bluffs.

The written objections filed by Mr. P. R. Davis state that he has been operating a bus line between Avoca and Council Bluffs for four and one-half years; that the service afforded has proven sufficient and adequate for all of the demands of the traffic through the towns served; that the town of Oakland furnishes him over one-half of his business; that there has been no occasion when he failed to accommodate every passenger requesting transportation, and that the proposed motor carrier line, if established, would divide the business of the town of Oakland so that he would be compelled to discontinue service, resulting in great inconvenience to the towns of Hancock, Carson and Treynor.

The written objections of the Chicago, Rock Island and Pacific Railway Company state that the town of Lewis is on a branch out of Atlantic and is so served by trains as to give it good connection at Atlantic with fast trains for Council Bluffs; that Oakland is on a branch out of Avoca and so served with trains as to give it good connection with either Council Bluffs or Atlantic via the main line, and that Whipple and Quick are very small towns, with a limited number of people to be served.

In behalf of Mr. P. R. Davis, objector, petitions were filed objecting to the granting of any additional service. Such petitions were from Hancock, Carson and Oakland and contained thirty, ten and fifty signatures, respectively.

After a careful consideration of the record and all of the testimony in this case, the Board finds that there is not sufficient evidence to indicate a public convenience and necessity for the establishment of the line as proposed, and Certificate is therefore denied.

No. H-565—1926. Fort Dodge, Des Moines & Southern Transportation Co., Boone. Passenger motor carrier—between Harcourt, Gowrie, Farnhamville, Rinard and Rockwell City.

This application filed June 25, 1926; hearing held July 21, 1926, and

application granted July 23, 1926. Started operating Aug. 1, 1926. Certificate of Convenience and Necessity No. 145, containing authority applied for, issued Sept. 16, 1926.

No. H-566—1926. Mercer Transfer and Storage Co., Burlington. Freight motor carrier—between Burlington, Middletown, Danville, New London and Mt. Pleasant.

This application filed June 23, 1926; hearing held Sept. 14, 1926, and on Sept. 30, 1926 the Board issued the following decision denying the application:

For applicant—G. W. Mercer, Burlington, Iowa.

For Chicago, Burlington & Quincy Railroad Co., Objector—J. C. Pryor, Attorney, Burlington, Iowa.

For American Railway Express Company, Objector—C. F. Belcher, Supt., Lincoln, Nebraska.

On June 23, 1926, the Mercer Transfer & Storage Company of Burlington, Iowa, filed an application for a certificate of convenience and necessity to operate as a motor carrier of freight in Des Moines and Henry Counties, Iowa, proposing to serve Burlington, Middletown, Danville, New London and Mt. Pleasant. The applicant is now in the transfer and storage business in the city of Burlington. The applicant proposes to use a Mack two-ton truck and three Ford one-ton trucks, all being built in the year 1925. The schedule filed indicates that goods hauled would be divided into four classes. The rates for carriage are different on each class.

The matter was set down for hearing at the office of the Board September 14, 1926, at which time the matter was fully heard. The Chicago, Burlington & Quincy Railroad Company, by its Attorney Mr. J. C. Pryor, appeared as objector. The American Railway Express Company by Superintendent Belcher of Lincoln, Nebraska, appeared as an objector. Written objections had previously been filed by Mr. Perry Bonar, of New London, Iowa, who is operating as a motor carrier of freight under authority of this Commission between Burlington, Middletown, Danville and New London.

No testimony was offered at the hearing other than that of G. W. Mercer for the applicant. Sixty-two (62) written statements, most of them sworn to, from shippers and receivers of freight, were introduced, which statements read:

"The Mercer Transfer & Storage Company of Burlington, Iowa, has made application to you for license and certificate to operate a motor truck line from Burlington, Iowa, to serve Middletown, Danville, New London and Mt. Pleasant, Iowa.

"We wish to advise that we consider the establishment of this line a necessity and convenience."

Twelve (12) of these statements were from business places in Mt. Pleasant, thirty-four (34) from business houses in Burlington, and sixteen (16) were from various persons in other cities quite remote from the territory to be served. The applicant relied mainly upon the showing of his ability to perform this service as a motor carrier and the sixty-two (62) statements referred to and which were filed and made a part of the record.

The written objections filed by Mr. Perry Bonar, read in part:

"That this objector is a motor carrier of freight between New London, Danville, Middletown, Burlington and return in Des Moines and Henry Counties, Iowa, and having been granted a certificate of public convenience and necessity on or about September 15, 1925; that, he, the said motor carrier, makes two trips each way upon his said route and thereby fully serves said territory and furnishes all demands and requirements of the public convenience and necessity; that the Chicago, Burlington & Quincy Railroad Company furnishes freight service in some degree along said points by means of a double-track railroad practically parallel with his said course as a carrier and that thereby the public

is afforded the variety and swiftness of service that is required to fully serve the convenience and necessity of the public; that any further service by motor carriers along or upon said route or points of service will duplicate if not triplicate service afforded."

Fourteen (14) affidavits, executed by various shippers and receivers of freight in Burlington, Danville and New London were filed, which affidavits resisted the granting of any additional motor carrier service on the ground that no public convenience and necessity exists between New London and Burlington and intervening points for any additional service, and that the territory is fully served by Perry Bonar and the Chicago, Burlington & Quincy Railroad Company.

There was also filed a petition signed by sixty-five (65) business and professional men of Mt. Pleasant, Iowa, protesting the issuance of a certificate to the Mercer Transfer & Storage Company of Burlington to operate as a motor carrier of freight between Burlington and Mt. Pleasant for the reason that they did not believe that the additional service proposed is necessary to the best interests of Mt. Pleasant.

The Chicago, Burlington & Quincy Railroad Company serves all of the towns proposed to be served by this applicant with local way freight train each way daily except Sunday, which leaves Burlington at 7:00 A. M. and returns at 2:00 P. M. Perry Bonar, motor carrier, serves all of the towns proposed to be served by the applicant, except Mt. Pleasant, by operating as a carrier of freight under Certificate No. 119 with two (2) trips each way daily except Sunday.

The American Railway Express Company affords service on five trains each way daily except Sunday between Burlington and Mt. Pleasant and on three trains eastward daily except Sunday and on two trains westward daily except Sunday to all intermediate towns.

There is no evidence indicating the inadequacy of the existing service, nor that it is unsatisfactory.

After carefully considering all of the evidence and the facts, the Commission finds that applicant has failed to show that the service proposed in this proceeding would promote the public convenience and necessity as required by law. Certificate is therefore denied.

On Oct. 18, 1926, the Board received notice of applicant's appeal to the District Court of Henry County, from the above decision.

No. H-567—1926. Bishop & Croghan, a partnership composed of John Bishop and C. B. Croghan, Griswold, and C. B. Croghan, Griswold. Joint application for approval of transfer of Certificate of Convenience and Necessity No. 49, authorizing the above partnership to operate as a motor carrier of freight between Griswold and Atlantic but not between Atlantic and Lewis, to C. B. Croghan.

This application filed July 6, 1926. Transfer approved, effective July 28, 1926.

No. H-569—1926. Rainbow Lines, Inc., Oelwein, and Wilcox Trux, Inc., Minneapolis. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 140, authorizing Rainbow Lines, Inc. to operate as a passenger motor carrier between Oelwein and McGregor, to Wilcox Trux, Inc.

This application filed July 26, 1926 and denied July 30, 1926.

No. H-570—1926. Hawkeye Stages, Inc., Des Moines. Passenger motor carrier—application for authority to discontinue operating as a passenger motor carrier between Grundy Center, Morrison, Reinbeck, Hudson and Waterloo and for authority to start operating as a passenger motor carrier between Grundy Center, Dike, Cedar Falls and Waterloo, but not to transport local passengers between Cedar Falls and Waterloo.

This application filed July 29, 1926 and dismissed Oct. 29, 1926.

No. H-572—1926. L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co. Passenger motor carrier—between Grundy Center, Dike and Cedar Falls.

This application filed Aug. 9, 1926 and hearing set for Sept. 15, 1926. On Sept. 4, 1926, the Board cancelled the hearing and dismissed the application at the request of applicant.

No. H-573—1926. Roy E. Bruce, Sheffield, and Bert H. Furness, Sheffield. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 94 authorizing Roy E. Bruce to operate as a freight motor carrier between Sheffield and Hampton, to Bert H. Furness.

This application filed Aug. 13, 1926. On Sept. 3, 1926 a resolution was adopted by a majority of the Board, approving the transfer. Commissioner Webster dissented in the following language:

"I have no objection to the transfer in the above case, except the consideration of One Hundred (\$100.00) Dollars for the Certificate of Convenience and Necessity. In my opinion there should be no consideration for this certificate."

No. H-574—1926. Tama and Toledo Railroad, Toledo. Freight motor carrier—between Tama, Toledo, Traer, Hudson and Waterloo.

On Aug. 18, 1926, Tama and Toledo Railroad, holder of Certificate of Convenience and Necessity No. 86, which authorizes it to operate as a passenger motor carrier between the above points, filed this application for authority to also transport a limited amount of freight between said points on its passenger carrying motor vehicles. Hearing held Sept. 14, 1926 and application granted Sept. 17, 1926. On Nov. 3, 1926, the Board adopted a resolution amending and extending Certificate No. 86 to authorize this carrier to also transport not to exceed one thousand pounds of freight on each of its passenger motor vehicles.

No. H-575—1926. F. C. Fowler, Merville. Passenger motor carrier—operating between Sioux City, Lawton, Merville and Correctionville—this application for authority to operate between Correctionville, Cushing, Holstein, Galva, Schaller and Storm Lake, but not to transport Sioux City passengers to or from Holstein and Cushing, or local passengers between Correctionville, Cushing and Holstein.

This application filed Aug. 23, 1926; hearing held Sept. 21, 1926, and granted on Sept. 28, 1926. Authorized to start operating on Nov. 1, 1926. Certificate of Convenience and Necessity No. 24, containing authority applied for, issued Nov. 1, 1926. This Certificate contains a provision that:

"Passengers originating at or destined to Sioux City, Correctionville or points intermediate thereto on highway known as Primary Road No. 23 shall not be transported to or from Cushing, Holstein or points intermediate to Correctionville and Holstein; also that passengers originating at and destined to Cushing, Holstein and points intermediate to Correctionville and Holstein shall not be transported."

No. H-576—1926. O. C. Wright, Adel. Freight motor carrier—between Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center.

On Aug. 23, 1926, O. C. Wright, holder of Certificate of Convenience and Necessity No. 1, which authorizes him to operate as a passenger motor carrier between the above points, filed this application for authority to also transport a limited amount of freight between said points on his passenger carrying motor vehicles. Hearing held Sept. 20, 1926 and application granted Sept. 28, 1926. On Oct. 2, 1926, the Board adopted a resolution amending and extending Certificate No. 1 to authorize this carrier to also transport not to exceed 150 pounds of freight on each of his passenger motor vehicles.

No. H-578—1926. Terrence McCabe, Popejoy. Freight motor carrier—between Popejoy, Burdette and Iowa Falls.

This application filed Aug. 27, 1926; hearing held Sept. 20, 1926, and on Oct. 13, 1926 the Board issued the following decision denying the application:

For Applicant—Terrence McCabe, Popejoy, Iowa.



For C. L. McLeod, Iowa Falls, Iowa, Objector—Edward H. Lundy, Atty., Eldora, Iowa.

On August 27, 1926, Terrence McCabe of Popejoy, Iowa, filed application to operate as a motor carrier of freight in Franklin and Hardin counties. According to published notice the matter was set down for hearing at the office of the Board September 20, 1926. The applicant proposes to serve Popejoy, Burdette and Iowa Falls, operating a Ford one ton truck. His net assets according to his financial statement are \$430.00.

C. L. McLeod filed written objections to the granting of this application on the grounds that McLeod, a present motor carrier of freight over this route, was adequately and satisfactorily serving the public. By leave of the Commission a petition signed by thirteen business people of Popejoy requesting the service proposed be authorized, was filed after the hearing.

McLeod, objector, in answer to this petition, filed further resistance and objection.

After a careful consideration of the very meager evidence offered, the facts, and the financial ability of the applicant, the Commission does not find that the service proposed would promote the public convenience and necessity. A certificate is therefore denied.

No. H-579—1926. L. C. Pantages, Ames, and Hawkeye Stages, Inc., Des Moines. Joint application for approval of proposed transfer of the following certificates and right to a certificate, from L. C. Pantages to Hawkeye Stages, Inc.:

Certificate of Authorization No. 7, authorizing L. C. Pantages to operate as a passenger motor carrier between Ames and Nevada.

Certificate of Authorization No. 114, authorizing L. C. Pantages to operate as a passenger motor carrier between Grundy Center, Conrad and Marshalltown.

Certificate of Authorization No. 116, authorizing L. C. Pantages to operate as a passenger motor carrier between Waterloo, Hudson, Reinbeck, Morrison, Grundy Center, Eldora, Hubbard, Colo, Nevada, Ames and Boone.

Whatever right L. C. Pantages may have to a certificate to operate as a passenger motor carrier between Des Moines, Cambridge and Nevada, in this Board's Docket No. H-384—1926.

This application filed Sept. 2, 1926. Transfer approved, effective as of 12:01 A. M. on Sept. 3, 1926.

No. H-580—1926. Fred C. Ashlock, Palo. Freight motor carrier—between Cedar Rapids and Palo.

This application filed Sept. 13, 1926 and hearing set for Oct. 19, 1926. On Sept. 30, 1926, the Board cancelled the hearing and dismissed the application at the request of applicant.

No. H-581—1926. B. J. Kramer & Son, a partnership composed of B. J. Kramer and Floyd Kramer, Dubuque. Freight motor carrier—between Dubuque, Key West, Zwingle, Otter Creek, Fulton, Hurstville and Maquoketa.

This application filed Sept. 17, 1926; hearing held Oct. 19, 1926, and granted on Oct. 26, 1926. Authorized to start operating on Nov. 2, 1926. Certificate of Convenience and Necessity No. 151, containing authority applied for, issued Nov. 1, 1926.

No. H-582—1926. Dale Lissner, Kingsley, owner and operator of Kingsley Motor Express, and C. E. Grothaus, Kingsley. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 43, which authorized Dale Lissner to operate as a freight motor carrier between Kingsley and Sioux City, to C. E. Grothaus.

This application filed Sept. 23, 1926. Transfer approved, effective as of 12:01 A. M. on Oct. 12, 1926.

No. H-584—1926. A. E. Cattermole, Storm Lake, and F. C. Fowler, Sioux City. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 14, which authorized A. E.

Cattermole to operate as a passenger motor carrier between Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Greenville and Spencer, to F. C. Fowler.

This application filed Oct. 13, 1926. Transfer approved, effective as of 12:01 A. M. on Nov. 1, 1926.

No. H-586—1926. Anton Miller, Lyons, and J. I. Mowat, Lyons. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 31, which authorized Anton Miller to operate as a freight motor carrier between Clinton, Low Moor, De Witt and Grand Mound and between Clinton, Low Moor, De Witt, Grand Mound and Calamus, to J. I. Mowat.

This application filed Oct. 14, 1926. Transfer approved, effective as of 12:01 A. M. on November 8, 1926.

No. H-588—1926. Harris Brothers, a partnership composed of Francis J. Harris and Joseph W. Harris, Spencer, and J. W. Harris, Spencer. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 74, which authorized said partnership to operate as a passenger motor carrier between Spencer, Fostoria, Milford, Arnold's Park, Okoboji and Spirit Lake, to J. W. Harris.

This application filed Oct. 21, 1926. Transfer approved, effective as of 12:01 A. M. on Nov. 9, 1926.

No. H-590—1926. Paul S. Otto, Waterloo, and Virgil Beck, Waterloo. Joint application for approval of proposed transfer of Certificate of Convenience and Necessity No. 109, which authorized Paul S. Otto to operate as a passenger motor carrier between Waterloo, Tripoli, Frederika and New Hampton and between New Hampton and Cresco, to Virgil Beck.

This application filed Nov. 2, 1926. Transfer approved, effective as of 12:01 A. M. on Nov. 10, 1926.

No. H-592—1926. Benjamin W. Crips, Ottumwa, and H. G. Hill, Bloomfield. Joint application for approval of proposed leasing of Route No. 1 under Certificate of Convenience and Necessity No. 18, which authorized Benjamin W. Crips to operate as a motor carrier between Ottumwa and Bloomfield for the transportation of passengers and a limited amount of freight, to H. G. Hill.

This application filed Nov. 13, 1926. Leasing approved, being effective as of 12:01 A. M. on Dec. 1, 1926.

## Cases Involving Alleged Illegal Operations as Motor Carriers

No. HA-2—1926. H. G. McCord, Cherokee. Between Cherokee and Sioux City.

Investigation developed that he was not operating as a motor carrier.

No. HA-3—1926. Ray Wilcox, Marcus. Between Marcus and Sioux City.

Investigation developed that he was not operating as a motor carrier.

No. HA-4—1926. Ernest Wells, Leeds. Between Marcus and Sioux City.

Investigation developed that he was not operating as a motor carrier.

No. HA-5—1926. Henry Erickson, Marcus. Between Marcus and Sioux City.

Investigation developed that he was not operating as a motor carrier.

No. HA-6—1926. Cherokee Motor Express, Cherokee. Between Cherokee and Sioux City.

Investigation developed this company was not operating as a motor carrier.

No. HA-7—1926. R. O. Youngerman, Mason City, v. Ft. Dodge, Des

Moines & Southern Transportation Company, Boone. Motor carrier—alleged failure of driver to observe law of the road.

Investigated and dismissed.

No. HA-8—1926. R. A. Bond, Springville. Between Cedar Rapids and Springville.

After being advised that he was violating the law, Mr. Bond discontinued operating as a motor carrier.

No. HA-9—1926. H. G. Notbohm, Center Point. Between Center Point and Cedar Rapids.

After being advised that he was violating the law, Mr. Notbohm discontinued operating as a motor carrier.

No. HA-10—1926. I. J. Booth, Palo. Between Cedar Rapids, Palo, Center Point and Independence.

Investigation developed that he was not operating as a motor carrier.

No. HA-11—1926. M. L. Tobin, Moulton. Between Centerville and Moulton.

After being advised that he was violating the law, Mr. Tobin discontinued operating as a motor carrier.

No. HA-12—1926. A. M. Kohl, Mechanicsville. Between Cedar Rapids, Mechanicsville and Stanwood.

Investigation developed that he was not operating as a motor carrier.

## In the Matter of the Adoption of Rules and Regulations Governing the Operation of Motor Carriers

On Feb. 2, 1926, the Board made the following order adopting Rules and Regulations Governing the Operation of Motor Carriers, effective Mar. 1, 1926, and cancelling, effective Mar. 1, 1926, the Rules and Regulations Governing the Operation of Motor Carriers, which were adopted June 18, 1923, and effective July 4, 1923:

Under the provisions of Chapter 5, Laws of the Forty-first General Assembly of Iowa, entitled:

"AN ACT to provide for the supervision and regulation by the board of railroad commissioners of this state, of such persons engaged in the public transportation of persons or property for hire by motor vehicles and for the enforcement of this act, and punishment for violation of the provisions thereof."

and in the exercise of the powers therein conferred.

It is hereby ordered that the rules and regulations annexed to this order, entitled: "Rules and Regulations Governing the Operation of Motor Carriers," be and the same are hereby adopted, effective March 1, 1926.

It is further ordered that the "Rules and Regulations Governing the Operation of Motor Carriers" which were adopted June 18, 1923, effective July 4, 1923, under the authority granted by Chapter 97, Laws of the Fortieth General Assembly of Iowa, are hereby cancelled, effective March 1, 1926.

## Rules and Regulations Governing the Operation of Motor Carriers

Rule 1. *Unlawful to operate without certificate.* Special attention is directed to Section 4, of Chapter 5, Laws of the 41st G. A., which declares it unlawful for any person to operate as a motor carrier without first obtaining a Certificate of Convenience and Necessity from this Board.

Rule 2. *Amendments to rules and regulations.* Any amendment to these rules and regulations, unless otherwise provided therein, shall apply in the same manner to persons holding certificates at the time it becomes effective as it applies to persons thereafter certificated under Chapters 4 and 5, Laws of the 41st G. A. of Iowa.

Rule 3. *Rules and regulations (general application).* These rules and regulations are subject to such changes and modifications as the Board from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

### APPLICATION, DEPOSIT, AND NOTICE OF HEARING

Rule 4. *Application for certificate.* Application for a Certificate of Convenience and Necessity to operate as a motor carrier shall be made to the Board of Railroad Commissioners of Iowa, Des Moines, Iowa, upon the forms prescribed for that purpose and which will be furnished upon request. All such applications must be typewritten.

Rule 5. *Deposit for costs and expenses.* At the time an application for Certificate of Convenience and Necessity is filed the applicant shall make a deposit of twenty-five dollars (\$25.00) with the Board to secure the payment of all costs and expenses of the hearing and necessary preliminary investigation in connection therewith. This amount shall be the minimum deposit and if not sufficient, the applicant will be required to deposit such additional amount as may be necessary.

Deposit should be made by certified check, bank draft, express money order or postal money order, payable to "Board of Railroad Commissioners." Any unused balance of a deposit will be refunded to the applicant.

Rule 6. *Publication of notice of hearing.* When an application for a Certificate of Convenience and Necessity is received, accompanied by the proper deposit for expenses, etc., it will be placed on the docket for hearing and the applicant will be advised of the time and place for hearing as soon as named by the Board. The applicant will also be furnished with copies of the official notice of hearing, which he shall cause to be published once each week for two (2) consecutive weeks in some newspaper of general circulation in each county through or in which the proposed service will be rendered. The last publication of said notice must be made not less than ten (10) days prior to the date for hearing. Proof of publication from each newspaper in which the notice was published must be filed with the Board five (5) days prior to the date of the hearing. Failure to file such proofs may result in the cancellation of the hearing. The applicant shall pay the cost of such publication and shall file receipts from each newspaper, showing that the cost of publication has been paid.

### INSURANCE REQUIREMENTS

Rule 7. After an application for a Certificate of Convenience and Necessity has been granted, and before such certificate will be issued, the applicant shall file with the Board a liability insurance bond covering each motor vehicle to be operated, in form to be approved by this Board, issued by some company authorized to do business in this state, as required by Section 12, Chapter 5, Laws of the 41st G. A., the minimum limits of liability of which shall be as follows:

#### PASSENGER CARRYING VEHICLES

(a) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom:



Limits of Liability	Limits of Liability	
	For any recovery by one person as a result of any one accident or other cause.	For all persons receiving personal injury as a result of any one accident or other cause.
For each motor vehicle with a maximum seating capacity of		
7 or less.....	\$5,000	\$10,000
8 to 12.....	5,000	12,000
13 to 15.....	5,000	15,000
16 to 20.....	5,000	20,000
21 to 25.....	5,000	25,000
26 to 30.....	5,000	30,000
31 to 35.....	5,000	35,000
36 to 40.....	5,000	40,000
41 to 45.....	5,000	45,000
46 to 50.....	5,000	50,000

(b) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident or other cause, one thousand dollars (\$1,000.00).

(c) To cover the assured's legal liability as a motor carrier for loss of, or damage to, property of passengers while carried in or upon the insured motor vehicle, as a result of any one accident or other cause, one thousand dollars (\$1,000.00).

#### FREIGHT CARRYING VEHICLES

(d) To cover the assured's legal liability as a motor carrier for personal injury or death resulting therefrom, as a result of any one accident or other cause, five thousand dollars (\$5,000.00) for any recovery by one person and ten thousand dollars (\$10,000.00) for more than one person.

(e) To cover the assured's legal liability as a motor carrier for damage to or destruction of any property other than that of or in charge of the assured, as a result of any one accident, or other cause, one thousand dollars (\$1,000.00).

(f) To cover the assured's legal liability as a motor carrier for loss of, or damage to, property carried in or upon the insured motor vehicle, except property of the assured, as a result of any one accident or other cause, one thousand dollars (\$1,000.00).

Rule 8. Every insurance policy filed with this Board shall have attached thereto the following endorsement:

"It is understood and agreed that before the policy to which this endorsement is attached may be suspended or cancelled, the Board of Railroad Commissioners, Des Moines, Iowa, will be given ten (10) days prior written notice of such proposed suspension or cancellation.

"It is further understood and agreed that the obligations and promises of said policy shall not be affected by any act or omission of the named assured or of any employee of the named assured with respect to any condition or requirement of said policy or any endorsement attached thereto, nor by any default of the assured in payment of premium or in the giving of any notice required by said policy or otherwise nor by the death, insolvency, bankruptcy, legal incapacity or inability of the assured.

"It is further understood and agreed that it is the intent of this endorsement to amend the policy so as to fully comply with and give all the coverage required by Chapter 5, Laws of the Forty-first General Assembly of Iowa and the Rules and Regulations of the Iowa Board of Railroad Commissioners Governing the Operation of Motor Carriers."

Rule 9. Motor carriers shall file a renewal of each insurance policy on file with this Board not less than ten (10) days before the expiration of

such policies, unless the motor carrier proposes to discontinue operating the car or cars covered by the expiring policy. Failure to keep such insurance in full force and effect shall be cause for revocation of a Certificate.

#### PLACING CARS IN SERVICE

Rule 10. *Equipment certificate.* No motor carrier shall place any car in service until after receiving an Equipment Certificate from this Board authorizing the use of such car. Before an Equipment Certificate can be issued, the motor carrier shall file with the Board a complete description of the car and a liability insurance bond, made out as required by these rules. The description of the car shall show the license number; make; factory number; engine number; maximum capacity in pounds, if a truck; maximum seating capacity, if a bus; year built; weight of car empty in pounds; and whether equipped with pneumatic or solid tires.

Provided, however, in emergency cases, and upon request of the motor carrier, the Board will telephone or telegraph the motor carrier, at his expense, as soon as the description and proper policy are received, authorizing the use of a car.

#### RESERVE EQUIPMENT

Rule 11. Sufficient reserve equipment shall be maintained by all motor carriers to insure the reasonable maintenance of established routes and fixed time schedules.

#### MARKING OF VEHICLES

Rule 12. Within ten (10) days after being authorized to use any motor vehicle, the motor carrier shall cause to be painted on each side of such vehicle, in letters and figures large enough to be easily read at a distance of fifty (50) feet, and of a color in contrast to the background, the following:

(a) Name of motor carrier as set out in certificate.

(b) The words "Passenger Motor Carrier" or "Freight Motor Carrier," as the case may be.

(c) "I. R. C. Certificate No. ...."

Provided that the letters and figures in line (c) shall not be less than two and one-half (2½) inches in height and the line of which shall not be less than three-eighths (¾) inch in width.

#### SERVICE—STARTING OF, INTERRUPTION OF, OR SUSPENSION OF

Rule 13. *Must start operating within thirty days.* Every applicant for a Certificate of Convenience and Necessity, whose application has been granted, shall start operating within thirty (30) days from the date on which the application was granted, or forfeit the rights granted. Provided, however, that no applicant shall start operating until after complying with such preliminary requirements of the law and these rules and regulations as may be necessary, and be in possession of a Certificate of Convenience and Necessity and an Equipment Certificate.

Rule 14. *Interruptions of regular service.* All interruptions of regular service, where such interruptions are likely to continue for more than twenty-four (24) hours, shall be promptly reported in writing to the Board, and to the public along the route, with full statement of the cause of such interruption, and its probable duration.

Rule 15. *Suspension of service.* Suspension of service for a period of five (5) consecutive days without notice to this Board shall be deemed a forfeiture of all rights secured under and by virtue of any order or permission to operate, issued by this Board. Provided, however, that the Board may permit the resumption of operation after such five (5) days discontinuance, on proper showing that the carrier was not responsible for failure to give service.

## TIME AND RATE SCHEDULES

Rule 16. *Time schedules of operation.* Time schedules shall be numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of schedule cancelled thereby.
3. Time of arrival at and departure from all terminals.
4. Time of departure from all intermediate points.
5. Distance between all points shown in schedule.
6. What days each scheduled trip is made.
7. What points, if any, on the route of the carrier, to which service cannot be rendered, and reasons therefor.
8. Date issued.
9. Date effective.
10. Exact location of depot or stopping place at all terminals and intermediate points.

Every application for a Certificate of Convenience and Necessity must be accompanied by two (2) typewritten copies of the proposed time schedule, made out as required by these rules, except that no effective date should be shown.

Two typewritten copies of the time schedule, made out on the form prescribed and furnished by this Board, shall be filed with the Board at least fifteen (15) days before the effective date thereof, and notice must be given to the public by posting a copy of the schedule in a conspicuous place at each station or stopping place affected, at least fifteen (15) days before the effective date thereof.

After such fifteen (15) days, such time schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

The Board may, on its own motion, or on the filing of a sufficient protest by any person or persons affected, order such time schedule withdrawn, modified or suspended.

In case of actual emergency, or when real merit is shown, the Board may, in its discretion, permit such time schedule to become effective on less than fifteen (15) days' notice.

At least one copy of the effective time schedule shall be kept posted in a conspicuous place, easily accessible for public inspection, at each station or stopping place on the route, and a copy shall be in possession of each driver or operator.

Time schedules as filed with the Board and posted for the information of the public must be adhered to.

In all cases where more than one motor carrier of passengers is operating over any route or part of a route, no change shall be made in the time schedule of any of such competing carriers except upon the filing with each competitor, at least fifteen (15) days in advance of the effective date of such changed time schedule, a copy of such schedule and upon the filing with this Board of proof of service of such copy upon each competitor.

Rule 17. *Schedule of rates and fares.* Schedules of rates and fares shall be numbered consecutively, beginning with Number 1, and shall show:

1. Name and address of motor carrier.
2. Number of the schedule cancelled thereby.
3. All points to which service is rendered.
4. Distance between all points named in schedule.
5. What points, if any, on the route of the carrier, to which service cannot be rendered, and reasons therefor.
6. Date issued.
7. Date effective.
8. All minimum rates, fares or charges.
9. All joint, through, local, class or commodity rates, fares or charges.
10. Names of participating carriers if joint rates are named.
11. Rules and regulations governing the schedule.

12. Full explanation of reference marks and technical abbreviations used in the schedule.

Every application for a Certificate of Convenience and Necessity shall be accompanied by two (2) typewritten copies of the proposed schedule of rates and fares, made out as required by this rule, except that no effective date should be shown.

Unless the Board otherwise orders, no change shall be made by any motor carrier in any rate, except after thirty (30) days' notice to the Board and to the public as herein provided.

Notice of any change in rates shall be given by filing with the Board and by keeping open for public inspection, a new schedule or supplement stating plainly the change or changes to be made in the schedule or schedules then in effect, and the time when the change or changes will go into effect.

After such thirty (30) days' notice, the schedule will be considered in full force and effect, unless ordered withdrawn, modified or suspended.

The Board may, on its own motion, or on the filing of a sufficient protest by any person or persons affected, order such schedule withdrawn, modified or suspended.

The Board, for good cause shown, may allow changes without requiring said thirty (30) days' notice by an order specifying the changes so to be made and the time when they shall take effect, and the manner in which they shall be filed and published.

When any change is proposed in any rate, such proposed change shall be plainly indicated on the new schedule filed with the Board, by some character immediately preceding or following the item.

No motor carrier, except as otherwise provided, shall charge, demand, collect, or receive a greater or less or different compensation for the transportation of persons or property or for any service in connection therewith than the rates, fares, and charges applicable to such transportation as specified in its schedules filed and in effect at the time; nor shall any such motor carrier refund or remit in any manner or by any device any portion of the rates, fares, or charges so specified except upon order of the courts or of the Board as may be now or hereafter by law provided, nor extend to any shipper or person any privilege or facility in the transportation of passengers or property except such as are specified in such schedules.

Schedules of rates and fares issued by passenger motor carriers shall also contain a rule with reference to rates applicable to intermediate points not specifically named in the schedule. This rule should read substantially as follows: From a station shown to a station not shown, rate applies from point of origin to first station beyond destination in direction traveling. From a station not shown to a station shown, rate applies from first station beyond point of origin in opposite direction to point of destination. From a station not shown to a station not shown, rate applies from first station beyond in opposite direction of origin to first station beyond destination in direction traveling.

Copies of schedules of rates and fares, together with rules and regulations, if any, governing same, shall be kept open for public inspection by every motor carrier at its principal office, and at the terminus of each route, and at the principal station or stations thereon. Schedules naming passenger rates must be posted in a conspicuous place in each motor vehicle, and at places regularly used for loading or unloading passengers along the line or route.

Schedules of rates and fares issued by passenger motor carriers shall also show round trip fares where reductions are made, complete information regarding commutation or mileage rates, children's fares, baggage rules, excess baggage rates, etc.

Where a schedule of rates and fares issued by a motor carrier of freight names class rates, such schedule shall contain a general description of the articles or commodities in each class.



## RECORDS AND REPORTS

Rule 18. *Daily records.* A separate Daily Record, on the form prescribed and furnished by this Board, shall be kept each month for each motor vehicle operated during the month. If a motor vehicle is operated over more than one route during the month, a note shall be made in the "Remarks" column of the Daily Record for such vehicle, opposite the record for each day, showing the number of trips made each day over each route. Every Daily Record must contain all of the information called for at the top of the form and each day's operations must be entered on the Daily Records at the end of the day. The Daily Records shall be filed with the Board with the Monthly Report, and as soon as checked, they will be returned to the motor carrier for preservation as required by law.

Rule 19. *Weight of vehicle.* In computing the ton-miles of freight travel and the ton-miles of passenger travel, as required by Sections 4 and 5, of Chapter 4, Laws of the 41st G. A., the "weight of the vehicle" referred to in said sections, shall be the actual weight of the vehicle when ready for service.

Rule 20. *Solid tired vehicle.* Any motor vehicle equipped with two (2) or more solid tires shall be considered a solid tired vehicle. Any motor vehicle equipped with two (2) or more so-called "cushion tires" shall be considered a solid tired vehicle.

Rule 21. *Monthly reports.* On or before the tenth (10th) day of each month, every motor carrier shall file with the Board a Monthly Report, on the form prescribed and furnished by the Board, containing a summary of the Daily Records for the preceding month. A Monthly Report shall be filed for every month, and in case no service was rendered during a month, the following statement shall be made on the report for that month: "Did not operate any motor vehicles during this month."

Rule 22. *Operating records.* Every motor carrier of passengers shall keep a permanent record of each day's operations containing the following information for each trip: Number of bus used, name of driver, route number, and time of departure from and arrival at terminals.

Rule 23. *Annual reports.* Every motor carrier shall keep an accurate record of the receipts from operation, operating and other expenses and other required information, and shall file with the Board, at such times and in such form as the Board may prescribe, an annual report, duly verified, covering the yearly period fixed by the Board. The Board will prescribe the character of the information to be embodied in such annual report, and will furnish a blank form therefor.

Rule 24. *Reporting of accidents.* Accidents arising from, or in connection with, the operation of motor vehicles used in the transportation of persons or property, resulting in injury to any person, or in damage to any property exceeding the sum of fifty dollars (\$50.00), shall be immediately reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. The time and place of accident.
2. The names and addresses of the owners of all vehicles involved.
3. The names and addresses of the drivers or operators of all vehicles involved.
4. The State Motor Vehicle Department license plate number, make, and type of all vehicles involved.
5. The number of passengers, if any, in each of the vehicles involved.
6. The names and addresses of persons injured or killed and extent of injuries.
7. The names and addresses of witnesses, if any.
8. A full and complete report of the accident; cause, party or parties responsible, if any; condition of roads, weather conditions; speed of vehicles involved, and any other pertinent information.

If all of the above information is not available, a preliminary report, containing all available information, should be made at once, the complete report to be made as soon as possible.

## EQUIPMENT OF MOTOR VEHICLES

Rule 25. *Tools, extra parts, etc.* Every motor vehicle used in the transportation of passengers shall at all times carry such tools and extra parts as may be necessary to make usual and ordinary repairs while on the road.

Rule 26. *Inside lights.* All motor vehicles used in the transportation of passengers and having a covered top or top up, shall maintain a light or lights of not less than two (2) candle power each, within the vehicle and so arranged as to light up the whole of the interior thereof, except that portion occupied by the driver.

Rule 27. *Windshield wipers.* Every motor vehicle used in the transportation of passengers shall be equipped with a dependable windshield wiper, which shall be maintained in operative condition at all times.

Rule 28. *Non-skid tire chains.* Every motor vehicle shall at all times carry a set of non-skid tire chains which shall be kept in good condition, and which shall be applied to the rear wheels of said vehicle when the condition of the roads or streets suggest their use.

Rule 29. *Extra tires.* Every motor vehicle used in the transportation of passengers shall, when leaving a terminus, be equipped with at least one (1) extra serviceable tire.

## DRIVERS

Rule 30. Every driver employed by a motor carrier shall be at least twenty-one (21) years of age; in good physical condition; of good moral character; shall be fully competent to operate the motor vehicle under his charge, and shall hold a regular chauffeur's license from the state motor vehicle department.

Every motor carrier who acts as a driver shall comply with all requirements of the law and these rules and regulations applying to drivers.

Motor carriers shall see that all prospective drivers are familiar with the provisions of Chapter 5, Laws of the 41st G. A., all other laws applying to motor carriers, and these rules and regulations, before being allowed to operate a motor vehicle. If, at any time, it is found that a driver is not familiar with such laws and rules and regulations or is not otherwise qualified to act as a driver, the Board may, in its discretion, require the motor carrier to suspend or discharge such driver.

No driver or operator of any motor vehicle used in the transportation of passengers shall carry on any unnecessary conversation with passengers or collect fares or make change while the vehicle is in motion, nor shall such driver or operator smoke in the vehicle while driving.

Motor carriers shall promptly furnish this Board with the name, address, age and chauffeur's license number of every new driver.

No motor carrier operating any motor vehicle used in the transportation of passengers or property, shall cause or allow any driver or operator of such vehicle to work as a driver or operator for more than a maximum of twelve (12) driving hours in any twenty-four (24) hour period and such driver or operator shall have at least eight (8) consecutive hours' rest in each twenty-four (24) hour period.

No passenger shall be allowed to sit on the front seat to the left of the driver if a left-hand drive motor vehicle, or to the right of the driver if a right-hand drive motor vehicle.

No driver or operator of any motor vehicle shall operate the same recklessly or in an unsafe manner. A persistent or flagrant violation of this rule or of duly prescribed street traffic regulations shall be sufficient ground for revocation of Certificate.

It shall be the duty of the driver or operator of passenger carrying

motor vehicles to open and close the doors of the vehicle and a notice to that effect shall be posted on each door.

#### SAFETY REQUIREMENTS

Rule 31. *Maintenance of equipment.* Every motor vehicle and all parts thereof shall be maintained in a safe and sanitary condition at all times, and shall be at all times, subject to inspection by the commission and its duly authorized representatives.

Rule 32. *Stopping at railroad crossings.* All motor vehicles, upon approaching any steam or electric railroad track at grade shall be brought to a stop at such a point within fifty (50) feet of the steam or electric railroad track as will clear the track and still allow the driver of the motor vehicles to obtain a view of the track in both directions. Before proceeding to cross said track, the driver shall look in both directions and ascertain if the way is clear.

After making the stop provided for in this rule, the motor vehicle shall not be placed in high gear until it shall have crossed the track or tracks.

Failure to observe this rule may be deemed just cause for revoking a certificate.

Rule 33. *Red flags and lights.* Every motor vehicle shall be equipped at all times with two (2) red flags and two (2) red lights of suitable size to be used in flagging approaching trains when in danger at railroad crossings. Such lights shall be kept in good working order at all times.

Rule 34. *Maximum speed—passenger vehicles.* No passenger carrying motor vehicle shall be driven upon the highways at a greater rate of speed than thirty (30) miles an hour. A notice to the public, prominently displayed in the front of the bus facing the passengers, shall inform such public of this requirement of the statute.

Rule 35. *Maximum speed—freight vehicles.* No freight carrying motor vehicle shall be driven upon the highways at a greater rate of speed than twenty (20) miles per hour.

Rule 36. *Explosives, acids and inflammable articles not to be carried.* No motor carrier shall knowingly suffer or permit to be carried in any motor vehicle transporting passengers, any high explosive, acid or inflammable liquid or article which will endanger life or limb.

Rule 37. *Gasoline tanks.* Gasoline tanks must be on the outside of the passenger compartment of all passenger carrying motor vehicles and must not be filled while the engine is running.

Rule 38. *Oil stoves in busses.* No motor carrier shall have an oil stove burning in any passenger carrying motor vehicle, except when the vehicle is not in motion. Such stove must be securely fastened to the vehicle at all times.

Rule 39. *Fire protection.* Every motor vehicle used for the transportation of passengers shall be equipped with a fire extinguisher bearing the label of approval by the Underwriters Laboratories Incorporated. Such extinguisher shall be attached to the vehicle in such a place as to be immediately accessible to the driver and shall be kept in satisfactory operative condition at all times.

Rule 40. *Doors on passenger vehicles.* Every motor vehicle used for transporting passengers, shall be equipped with an exit door at the side and rear end thereof, or shall have a door on each side thereof, free and clear of any steering apparatus or other obstruction. Such exit doors shall open outwardly toward the natural means of egress and shall always be unlockable from within. But in case of left drive motor vehicles equipped with cross seats and with unobstructed exit doors from each compartment on the right side, the seats will not be considered an obstruction provided there is one exit door on the left side back of the driver's seat.

Rule 41. *Speedometers.* Every motor vehicle shall be equipped with a standard speedometer which shall be maintained in good working order.

Rule 42. *Passenger carrying capacity.* On passenger carrying motor vehicles, passengers shall not be permitted to ride on the running boards, fenders, or on any other outside part of the vehicle.

No motor carrier shall carry a number of passengers in excess of the maximum seating capacity of the vehicle as registered with this Board, except that children under seven (7) years of age may be carried in the laps of persons accompanying them.

Rule 43. *Freight load dimensions.* On freight carrying motor vehicles, no part of the load shall be allowed to project more than six (6) inches beyond the running board, or measure more than eight (8) feet wide over all.

Rule 44. *Boarding and alighting from vehicles.* Passengers shall not be permitted to board or alight from vehicles except on the right hand side thereof, nor until the vehicle has come to a full stop.

#### GENERAL

Rule 45. *Certificates—authority granted by.* A Certificate of Convenience and Necessity authorizing the transportation of freight only, does not authorize the transportation of passengers, nor does a Certificate of Convenience and Necessity authorizing the carrying of passengers only, authorize the carrying of freight. Violation of this rule may be considered by the Board as just cause for revoking a certificate.

Rule 46. *Payment of taxes and penalties.* All remittances for taxes and penalties must be made by certified check, bank draft, postal money order or express money order, payable to "Iowa Board of Railroad Commissioners," and mailed or delivered to said Board at Des Moines. Do not remit by check unless certified, as such checks will have to be returned to be certified and the delay may cause the tax to become delinquent. Taxes not paid by the date payable become delinquent and the motor carrier will be charged with a penalty of twenty-five (25) per cent of the taxes for such delinquency. The date payable for each month's taxes is shown in the "Notice of Amount of Tax Due" which this Board sends to motor carriers each month. This Board cannot relieve a motor carrier from the penalty for delinquency.

Rule 47. *Certificate revoked for non-payment of taxes.* Notice is hereby given to all motor carriers that if the taxes for any month are allowed to remain delinquent and unpaid for a period of sixty (60) days, the Board will consider that the motor carrier is not financially able to properly operate, and the Certificate of Convenience and Necessity held by such motor carrier will be revoked.

Rule 48. *Receipts for freight.* Every motor carrier shall issue a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of motor carrier.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of motor carrier or agent.

Rule 49. *Sale, transfer, lease or assignment of certificate.* Application for the Board's approval of a proposed sale, transfer, lease or assignment of a Certificate of Convenience and Necessity must be typewritten, must be signed and sworn to by all parties interested, and contain:

1. The name and address of the holder of the Certificate, the Certificate number, and the authority granted thereby.
2. The name and address of the person proposing to take over or lease the Certificate.



3. A statement as to whether it is proposed to sell, transfer, lease or assign the Certificate, the reasons therefor, and a request that the Board approve such proposal.
4. A statement that a financial statement of the person proposing to take over or lease the Certificate is attached to the application. (Form of Financial Statement furnished by the Board upon request.)
5. A statement that the person proposing to take over or lease the Certificate will adopt the Time and Rate Schedules then in effect under the Certificate, or a statement that two (2) copies each of the Time Schedule and Rate Schedule proposed to be placed in effect, are attached to the application, as the case may be.
6. The proposed consideration or amount to be paid for the Certificate.
7. A description of all property proposed to be sold, transferred, leased or assigned and the amount to be paid therefor.
8. A statement that a copy of the proposed lease is attached to the application, if it is proposed to lease the Certificate.
9. A statement that copies of all contracts, agreements and other stipulations between the parties to the application are attached to the application.
10. The following information regarding each car to be operated by the person proposing to take over or lease the Certificate; license number; make; factory number; engine number; maximum capacity in pounds, if a truck; maximum seating capacity, if a bus; year built; weight of car, empty, in pounds; and whether equipped with pneumatic or solid tires.
11. A statement that the proposed sale, transfer, lease or assignment is not for the purpose of hindering, delaying or defrauding creditors.
12. The date on which it is desired that such proposed sale, transfer, lease or assignment shall become effective.
13. A statement that there is attached to the application, a certified check, postal money order, bank draft or express money order payable to the Board in such an amount as will guarantee the payment of all taxes against the holder of the certificate up to and including the date on which it is desired to have the proposed transfer become effective.
14. Such other facts as may be necessary to give the Board complete information regarding the proposed transaction.

**Rule 50. Heating, ventilation and smoking.** Passenger carrying motor vehicles shall be properly ventilated at all times and shall, when weather conditions require, be heated so as to be reasonably comfortable for passengers. No smoking shall be permitted in closed busses, except in the smoking compartment, and a notice to this effect shall be posted in each bus.

**Rule 51. Established route.** In all cases where the route or any part of the route of any motor carrier shall be closed by the public authorities for repairs or for any purpose, the detour prescribed by the public authorities as a substitute for such road shall become the authorized route of the motor carrier and shall remain the authorized route for the carrier until such time as the regular route shall be re-opened for public travel. No motor carrier operating over a detour which is a regular route of any other motor carrier, shall take on passengers or freight on such detour destined to a point on the regular route of such other motor carrier, without the written permission of this Board.

#### PENALTY

**Rule 52.** Violation of or failure to comply with any of these rules and regulations may, in the discretion of the Board, be considered as just cause for revoking a Certificate of Convenience and Necessity.

### Certificates of Convenience and Necessity

During the current year, the following Certificates of Convenience and Necessity were issued under the provisions of Chapters 4 and 5, Laws of the 41st General Assembly:

**Certificate No. 2,** dated Mar. 17, 1926, authorizing Hawkeye Stages, Inc., Des Moines, to operate as a passenger motor carrier over the following routes:

No. 1, between Des Moines, Grimes, Dallas Center, Minburn, Ogden, Grand Junction, Jefferson, Scranton, Glidden and Carroll. (No. H-233-1926.)

No. 2, between Carroll, Auburn, Lake View, Sac City, Early and Storm Lake. (No. H-404-1926.)

**Certificate No. 5,** dated Mar. 5, 1926, authorizing Boland and Duven, Orange City, a partnership composed of Henry S. Boland and James S. Duven, to operate as a passenger motor carrier over the following routes:

No. 1, between Orange City and Alton.

No. 2, between Spencer, Everly, Hartley, Sanborn and Sheldon. (No. H-37-1924.)

**Certificate No. 9,** dated Mar. 18, 1926, authorizing Carl Height, Davenport, to operate as a passenger motor carrier over the following routes:

No. 1, between Davenport, Mt. Joy, Gambriel and DeWitt. (No. H-80-1924.)

No. 2, between DeWitt, Welton and Maquoketa. (No. H-176-1924.)

**Certificate No. 15,** dated Feb. 23, 1926, authorizing Gehle Motor Transportation Company, Ft. Madison, a partnership composed of V. E. Gehle and C. C. Gehle, to operate as a freight motor carrier between Ft. Madison, Wever, and Burlington. (No. H-204-1926.)

**Certificate No. 24,** dated Nov. 1, 1926, authorizing F. C. Fowler, Sioux City, to operate as a passenger motor carrier over the following routes, provided that passengers originating at or destined to Sioux City, Correctionville or points intermediate thereto on Primary Road No. 23 shall not be transported to or from Cushing, Holstein or points intermediate to Correctionville and Holstein; also that passengers originating at and destined to Cushing, Holstein and points intermediate to Correctionville and Holstein shall not be transported:

Route No. 1, between Sioux City, Lawton and Moville. (No. H-7-1924.)

Route No. 2, between Moville and Correctionville. (No. H-267-1924.)

Route No. 3, between Correctionville, Cushing, Holstein, Galva, Schaller and Storm Lake. (No. H-575-1926.)

Route No. 4, between Storm Lake, Truesdale, Rembrandt, Sioux Rapids, Greenville and Spencer. (No. H-534-1926.)

**Certificate No. 40,** dated Dec. 29, 1925, authorizing A. J. Thiessen, Everly, to operate as a freight motor carrier between Everly and Spencer. (No. H-381-1926.)

**Certificate No. 45,** dated Feb. 23, 1926, authorizing B. J. Kramer & Son, Maquoketa, a partnership composed of B. J. Kramer and Floyd Kramer, to operate as a passenger motor carrier between Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. (No. H-102-1924.)

**Certificate No. 47,** dated Mar. 25, 1926, authorizing J. E. Eldridge, Indianola, to operate as a passenger motor carrier between Indianola and Des Moines. (No. H-6-1924.)

**Certificate No. 56,** dated Mar. 13, 1926, authorizing Stormer Transfer, Atlantic, a partnership composed of John Stormer and Chester A. Stormer, to operate as a freight motor carrier between Atlantic, Walnut and Avoca. (No. H-68-1924.)

**Certificate No. 58,** dated Mar. 15, 1926, authorizing Dale Harris, Earlham, to operate as a freight motor carrier between Earlham, DeSoto, Van Meter and Des Moines, except that no freight originating at Des

Moines and consigned to Van Meter, or originating at Van Meter and consigned to Des Moines, shall be transported. (No. H-342-1926.)

Certificate No. 59, dated Apr. 28, 1926, authorizing Cedar Rapids and Iowa City Railway, Cedar Rapids, to operate as a motor carrier of passengers and a limited amount of freight on its passenger carrying motor vehicles, between Cedar Rapids and Tipton, and as a motor carrier of passengers only between Tipton and Davenport, over the following routes:

No. 1, between Cedar Rapids, Mt. Vernon, Lisbon, Mechanicsville, Stanwood and Tipton. (No. H-423-1926.)

No. 2, between Tipton, Bennett, New Liberty, Mayesville and Davenport. (Nos. H-178-1924 and H-180-1925.)

Certificate No. 60, dated Apr. 1, 1926, authorizing Roy German, Iowa Falls, to operate as a freight motor carrier between Iowa Falls, Wellsburg, Holland and Grundy Center. (No. H-232-1924.)

Corrected Certificate No. 62, dated Oct. 7, 1926, authorizing L. W. Lau, Ventura, to operate as a motor carrier of freight between Ventura and Mason City, except that no freight shall be transported originating at Mason City and consigned to Clear Lake nor originating at Clear Lake and consigned to Mason City. (No. H-183-1924.)

Certificate No. 63, dated Dec. 4, 1925, authorizing A. J. Reeves, Indianapolis, to operate as a freight motor carrier between Spring Hill and Des Moines. (No. H-379-1926.)

Certificate No. 64, dated Dec. 8, 1925, authorizing J. P. Maxwell & Son, Wick, a partnership composed of J. P. Maxwell and William Maxwell, to operate as a freight motor carrier over the following routes:

No. 1, from Des Moines to Norwalk and Martensdale and from Norwalk to Martensdale. (No. H-74-1924.)

No. 2, between Martensdale, Wick, St. Marys and St. Charles. (No. H-478-1926.)

Certificate No. 66, dated May 14, 1926, authorizing Clarence Shannon, New Hartford, to operate as a motor carrier for the transportation of freight between Waterloo and New Hartford but not to or from intermediate points. (No. H-152-1926.)

Certificate No. 67, dated Dec. 8, 1925, authorizing Harry C. Patridge, Spencer, to operate as a freight motor carrier between Spencer, Milford, Arnolds Park, Okoboji and Spirit Lake. (No. H-199-1924.)

Certificate No. 68, dated Jan. 15, 1926, authorizing T. A. Stiles, Montrose, to operate as a freight motor carrier over the following routes:

No. 1, between Montrose and Keokuk.

No. 2, between Montrose and Keokuk.

No. 3, between Montrose and Ft. Madison. (No. H-222-1926.)

Certificate No. 70, dated Jan. 15, 1926, authorizing Vernon Oxley, Iowa City, to operate as a passenger motor carrier between Iowa City, West Branch, Springdale, Rochester and Tipton. (No. H-477-1926.)

Certificate No. 73, dated Mar. 5, 1926, authorizing R. O. Seaton, Osage, to operate as a motor carrier for the transportation of freight between Osage and Mason City but not to or from intermediate points. (No. H-250-1926.)

Certificate No. 79, dated Jan. 14, 1926, authorizing R. E. Hilton, Jefferson, to operate as a passenger motor carrier between Jefferson, Churdan, Lohrville, Lake City, Rockwell City, Pomeroy, Pocahontas, Havelock, Mallard and Emmetsburg. (No. H-479-1926.)

Certificate No. 80, dated Dec. 4, 1925, authorizing Frank J. Clouss, Manson, to operate as a freight motor carrier between Manson and Ft. Dodge. (No. H-110-1924.)

Certificate No. 81, dated Feb. 23, 1926, authorizing O. S. Hall, Iowa Falls, to operate as a motor carrier of freight between Iowa Falls and

Eldora, Iowa Falls and New Providence and Iowa Falls and Union. (No. H-60-1924.)

Certificate No. 83, dated Dec. 21, 1925, authorizing Des Moines & Central Iowa Motor Transportation Company, Des Moines, to operate as a passenger motor carrier between Newton, Colfax, Mitchellville, Altoona and Des Moines. (No. H-483-1926.)

Certificate No. 84, dated Jan. 15, 1926, authorizing Lucius A. Brown, Letts, to operate as a freight motor carrier between Letts and Grandview. (No. H-490-1926.)

Certificate No. 86, dated Mar. 27, 1926, authorizing Tama and Toledo Railroad, Toledo, to operate as a passenger motor carrier between Tama, Toledo, Traer, Hudson and Waterloo. (No. H-491-1926.)

Certificate No. 87, dated Jan. 18, 1926, authorizing J. E. Oleson, Manly, owner and operator of Manly Dray Line, to operate as a freight motor carrier between Manly and Mason City. (No. H-146-1926.)

Certificate No. 91, dated June 9, 1926, authorizing Ward D. Walrod, DeWitt, to operate as a passenger and freight motor carrier over the following routes, and providing that not to exceed three hundred pounds of freight shall be transported on any one motor vehicle at any one time:

No. 1, between Wheatland, Calamus and Grand Mound.

No. 2, between Grand Mound, De Witt and Clinton. (No. H-538-1926.)

Certificate No. 93, dated Feb. 23, 1926, authorizing Ralph L. Conard, Indianapolis, to operate as a freight motor carrier between Indianapolis and Des Moines. (No. H-85-1924.)

Certificate No. 96, dated Dec. 10, 1925, authorizing Fort Dodge, Des Moines & Southern Transportation Company, Boone, Iowa, to operate as a passenger motor carrier over the following routes:

No. 1, between Boone, Luther, Madrid, Polk City and Des Moines. (No. H-474-1926.)

No. 2, between Boone, Stanhope and Webster City. (No. H-473-1926.)

No. 3, between West Gate in Ames, Huxley, Ankeny and Des Moines. (No. H-476-1926.)

Certificate No. 97, dated Jan. 8, 1926, authorizing Hampton Truck Line, Hampton, a partnership composed of M. Mennenga and Paul Mennenga, to operate as a freight motor carrier between Hampton, Coulter, Latimer, Alexander and Belmond. (No. H-48-1925.)

Certificate No. 98, dated Jan. 8, 1926, authorizing George L. Miller, Sheffield, to operate as a freight motor carrier between Hampton, Sheffield, Rockwell and Mason City. (No. H-48-1925.)

Certificate No. 99, dated Jan. 8, 1926, authorizing Joe Bos, Hampton, to operate as a freight motor carrier between Hampton and Iowa Falls. (No. H-48-1925.)

Certificate No. 100, dated June 18, 1926, authorizing Stephen A. Bollinger, Des Moines, owner and operator of Safety Coach Transit Company, to operate as a passenger motor carrier over the following routes:

No. 1, between Newton, Colfax, Mitchellville, Altoona and Des Moines. (No. H-16-1925.)

No. 2, between Grinnell, Kellogg and Newton. (No. H-165-1925.)

No. 3, between Newton, Laurel and Marshalltown. (No. H-489-1926.)

Certificate No. 101, dated Jan. 18, 1926, authorizing Gust Kasschke, Buckeye, to operate as a freight motor carrier between Buckeye, Alden and Iowa Falls. (No. H-335-1926.)

Certificate No. 105, dated Dec. 29, 1925, authorizing Raymond Mishler, West Union, to operate as a passenger motor carrier during the months of January, February, March and April of each year, between Oelwein, Maynard, Fayette and West Union. (No. H-390-1926.)

Certificate No. 107, dated June 15, 1926, authorizing Lewis Sedlacek, Osage, owner and operator of Osage Transportation Company, to operate



as a motor carrier for the transportation of freight between Osage and Mason City but not to or from intermediate points. (No. H-161-1926.)

Certificate No. 109, dated Aug. 20, 1926, authorizing Paul S. Otto, Waterloo, owner and operator of Northeastern Iowa Transit Company, to operate as a passenger motor carrier between Waterloo, Denver, Tripoli, Frederika and New Hampton, except that no passengers shall be transported to or from Denver, and between New Hampton and Cresco during such period of time as the C. M. & St. P. Ry. Co. operates less than three passenger trains each way between Austin, Minn. and Calmar, Iowa. (Nos. H-392-1926 and H-511-1925.)

Certificate No. 110, dated Mar. 18, 1926, authorizing Clarence M. Vetter, Atlantic, to operate as a freight motor carrier between Atlantic, Wiota, Anita, Adair and Casey. (No. H-188-1926.)

Certificate No. 112, dated Feb. 23, 1926, authorizing Lyle E. Cook, Fort Dodge, to operate as a passenger motor carrier between Ft. Dodge, Clare, Pioneer, Gilmore City, Pocahontas, Havelock, Mallard, Emmetsburg, Graettinger, Wallingford and Estherville. (No. H-493-1926.)

Certificate No. 115, dated Feb. 11, 1926, authorizing Henry F. Quade, Fort Dodge, to operate as a freight motor carrier between Ft. Dodge, Manson, Pomeroy, Pocahontas, Palmer, Blanden, Manson and Ft. Dodge. (No. H-109-1926.)

Certificate No. 119, dated Mar. 18, 1926, authorizing Perry Bonar, New London, to operate as a freight motor carrier between New London, Danville, Middletown, West Burlington and Burlington. (No. H-499-1926.)

Certificate No. 121, dated May 13, 1926, authorizing M. J. Cass, Monticello, to operate as a freight motor carrier between Monticello, Cascade and Dubuque. (No. H-395-1926.)

Certificate No. 122, dated Sept. 30, 1926, authorizing W. D. Cross, Sidney, to operate as a freight motor carrier between Sidney, Tabor, Glenwood and west corporate limits of Council Bluffs. (No. H-142-1926.)

Certificate No. 124, dated Apr. 23, 1926, authorizing M. B. Hildreth, Anthon, to operate as a passenger motor carrier over the following routes, except that no passengers originating at Correctionville or Sioux City or points between Correctionville and Sioux City shall be transported to either of those stations or to points intermediate thereto:

No. 1, between Denison, Charter Oak, Ute, Mapleton, Smithland, Holly Springs and Sioux City.

No. 2, between Denison, Deloit Station, Kiron, Odeboit, Arthur, Ida Grove, Holstein, Cushing, Correctionville and Sioux City. (No. H-517-1926.)

Certificate No. 126, dated Apr. 3, 1926, authorizing William Ackerson, New Hartford, to operate as a freight motor carrier between New Hartford, Cedar Falls and Waterloo. (No. H-275-1926.)

Certificate No. 127, dated Aug. 17, 1926, authorizing Louie Knoke, Klemme, to operate as a motor carrier of freight between Klemme, Garner, Clear Lake and Mason City, and providing that no freight originating at and destined to points between Mason City and Garner shall be transported. (No. H-307-1925.)

Certificate No. 129, dated Apr. 26, 1926, authorizing Morrison Service Company, Climbing Hill, a partnership composed of O. W. Morrison and E. Morrison, to operate as a passenger motor carrier between Danbury, Oto, Climbing Hill, Bronson and Sioux City. (No. H-524-1926.)

Certificate No. 131, dated Apr. 27, 1926, effective 1:00 A. M. May 1, 1926, authorizing Boland & Duven, Orange City, a partnership composed of Henry S. Boland and James S. Duven, to operate as a passenger motor carrier between Orange City and Alton. (No. H-541-1926.)

Certificate No. 132, dated Apr. 27, 1926, effective 1:00 A. M., May 1, 1926, authorizing I. E. Rucker, Spencer, to operate as a passenger motor

carrier between Spencer, Everly, Hartley, Sanborn and Sheldon. (No. H-541-1926.)

Certificate No. 133, dated Aug. 18, 1926, authorizing George W. Hausman, Waterloo, to operate as a freight motor carrier between Waterloo, Cedar Falls, Dike, Grundy Center and Eldora, except that no freight originating at or destined to Cedar Falls shall be transported. (No. H-521-1926.)

Certificate No. 135, dated January 16, 1926, authorizing Emil Michaelson, Des Moines, to operate as a passenger motor carrier between Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset. (No. H-391-1925.)

Certificate No. 136, dated June 15, 1926, authorizing Edward W. Paul, Marengo, to operate as a passenger motor carrier between Cedar Rapids, Fairfax, Walford, Amama, Homestead, and Marengo. (No. H-513-1926.)

Certificate No. 137, dated July 20, 1926, authorizing Vilas D. Wells, Pierson, to operate as a freight motor carrier between Pierson and Sioux City. (No. H-530-1926.)

Certificate No. 139, dated Aug. 17, 1926, authorizing D. A. Popham, Rockford, to operate as a freight motor carrier over the following routes, except that freight originating at or destined to Nora Springs shall not be transported:

No. 1, between Rockford, Nora Springs and Mason City.

No. 2, between Rockford, Marble Rock and Greene.

(No. H-313-1925.)

Certificate No. 140, dated July 2, 1926, authorizing Rainbow Lines, Inc. Oelwein, to operate as a passenger motor carrier between Oelwein, Strawberry Point, Elkader and McGregor. (No. H-353-1926.)

Certificate No. 142, dated July 19, 1926, authorizing Henry Falke, Remsen, owner and operator of Falke Motor Company, to operate as a freight motor carrier between Remsen, LeMars, Merrill, Hinton and Sioux City. (No. H-376-1926.)

Certificate No. 143, dated Oct. 15, 1926, authorizing Laude and Huntoon Bus Line, Dubuque, a partnership composed of Elliott B. Laude and Donald F. Huntoon, to operate as a passenger motor carrier between Dubuque, Sageville, Durango, Rickardsville, Cottage Hill, Holy Cross, Luxemburg, New Vienna, Petersburg, Greeley, Edgewood and Strawberry Point. (No. H-544-1926.)

Certificate No. 145, dated Sept. 16, 1926, authorizing Fort Dodge, Des Moines & Southern Transportation Co., Boone, to operate as a passenger motor carrier over the following routes:

No. 1, between Boone, Pilot Mound, Dayton, Harcourt and Fort Dodge. (No. H-533-1926.)

No. 2, between Harcourt, Gowrie, Farnhamville, Rinard and Rockwell City. (No. H-565-1926.)

Certificate No. 146, dated Sept. 23, 1926, authorizing Fort Dodge, Des Moines & Southern Transportation Co., Boone, to operate as a passenger motor carrier between Ft. Dodge, Dakota City, Humboldt, Livermore, St. Joseph, Algona, Whittemore, Cylinder, Emmetsburg, Ruthven, Dickens and Spencer. (No. H-549-1926.)

Certificate No. 147, dated Sept. 23, 1926, authorizing R. S. Schmidt, Marne, to operate as a freight motor carrier between Marne and Atlantic. (No. H-290-1926.)

Certificate No. 148, dated Sept. 23, 1926, authorizing C. E. Wahlstrom, Rembrandt, to operate as a freight motor carrier between Rembrandt, Trausdale and Storm Lake. (No. H-547-1926.)

Certificate No. 149, dated Oct. 15, 1926, authorizing Ralph Vincent Spencer, Booneville, to operate as a freight motor carrier between Booneville and Des Moines. (No. H-542-1926.)

Certificate No. 150, dated Nov. 3, 1926, authorizing E. W. Sabin, Kan-

awha, to operate as a motor carrier of freight between Kanawha and Mason City, but not to or from intermediate points. (No. H-545-1926.)

Certificate No. 151, dated Nov. 1, 1926, authorizing B. J. Kramer & Son, Dubuque, a partnership composed of B. J. Kramer and Floyd Kramer, to operate as a freight motor carrier between Maquoketa, Hurstville, Fulton, Otter Creek, Zwingle, Key West and Dubuque. (No. H-581-1926.)

During the current year the following Certificates were issued under the provisions of Chapters 4 and 5, Laws of the 41st General Assembly:

Certificate No. 108, dated June 15, 1926, authorizing Lewis Sedlacek, Osage, owner and operator of Osage Transportation Company, to operate as a motor carrier of interstate freight exclusively between Osage, Manly, Kensett, Northwood and north line of Iowa. (No. H-532-1926.)

Certificate No. 128, dated June 14, 1926, authorizing I. E. Vaughn, Osage, to operate as a motor carrier of interstate freight exclusively between Osage, Manly, Kensett, Northwood and the north line of Iowa. (No. H-527-1926.)

Certificate No. 141, dated July 8, 1926, authorizing Theodore Lee, Glenwood, owner and operator of Lee Transfer, to operate as a motor carrier of interstate freight exclusively, between Glenwood and the west corporate limits of Council Bluffs. (No. H-561-1926.)

Certificate No. 144, dated Aug. 17, 1926, authorizing Paul Straft, Rock Rapids, to operate as a motor carrier of interstate freight exclusively between Rock Rapids, Larchwood and the north line of the state of Iowa. (No. H-526-1926.)

## Actions Taken by the Board During the Current Year, Affecting Certificates of Authorization

Certificate No. 5, dated Dec. 5, 1923, authorizing Boland and Daven, Orange City, a partnership composed of Henry S. Boland and James S. Daven, to operate as a passenger motor carrier between Orange City and Alton and Spencer and Sheldon, superseded by and authority reissued in Certificate of Convenience and Necessity No. 5, dated Mar. 5, 1926. (No. H-37-1924.)

Certificate No. 7, dated Dec. 31, 1923, authorizing L. C. Pantages, Ames, operating as White Star Motor Transportation, to operate as a passenger motor carrier between Ames and Nevada, transferred, with approval of Board, as of 12:01 A. M. on Sept. 3, 1926, to Hawkeye Stages, Inc., Des Moines. (No. H-579-1926.)

Certificate No. 9, dated Feb. 14, 1924, authorizing Carl Height, Davenport, to operate as a passenger motor carrier between Davenport and DeWitt, superseded by and authority reissued in Certificate of Convenience and Necessity No. 9, dated Mar. 18, 1926. (No. H-80-1924.)

Certificate No. 11, dated Feb. 19, 1924, authorizing Iowa Transportation Company, Iowa City, a partnership composed of J. O. Schulze and P. E. Potter, to operate as a passenger motor carrier between Washington and Iowa City, revoked June 2, 1926. (No. H-54-1924.)

Certificate No. 13, dated May 5, 1924, authorizing Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, to operate as a passenger motor carrier between Indianola and Osceola, revoked July 15, 1926. (No. H-124-1924.)

Certificate No. 45, dated May 13, 1924, authorizing B. J. Kramer & Son, Maquoketa, a partnership composed of B. J. Kramer and Floyd Kramer, to operate as a passenger motor carrier between Maquoketa and Dubuque, superseded by and authority reissued in Certificate of Convenience and Necessity No. 45, dated Feb. 23, 1926. (No. H-102-1924.)

Certificate No. 47, dated May 26, 1924, authorizing R. L. Conard, In-

dianola, to operate as a passenger motor carrier between Indianola and Des Moines, leased, with approval of Board, on Apr. 24, 1925, to C. C. Richardson, Indianola, and transferred, with approval of Board, on Dec. 19, 1925, from R. L. Conard to J. E. Eldridge, Indianola, the lease of C. C. Richardson continuing in effect. This certificate superseded by and authority reissued in Certificate of Convenience and Necessity No. 47, dated Mar. 25, 1926. (No. H-6-1924.)

Certificate No. 56, dated June 27, 1924, authorizing Stormer Transfer, Atlantic, a partnership composed of John Stormer and Chester A. Stormer, to operate as a freight motor carrier between Atlantic and Avoca, superseded by and authority reissued in Certificate of Convenience and Necessity No. 56, dated Mar. 18, 1926. (No. H-68-1924.)

Certificate No. 59, dated Aug. 8, 1924, authorizing Cedar Rapids and Iowa City Railway, Cedar Rapids, to operate as a passenger motor carrier between Tipton and Davenport, superseded by and authority reissued in Certificate of Convenience and Necessity No. 59, dated Apr. 28, 1926. (No. H-178-1924.)

Certificate No. 60, dated Aug. 11, 1924, authorizing Roy German, Iowa Falls, to operate as a freight motor carrier between Iowa Falls and Grundy Center, superseded by and authority reissued in Certificate of Convenience and Necessity No. 60, dated Apr. 1, 1926. (No. H-232-1924.)

Certificate No. 64, dated Aug. 20, 1924, authorizing J. P. Maxwell & Son, Wick, a partnership composed of J. P. Maxwell and William Maxwell, to operate as a motor carrier for the transportation of freight from Des Moines to Norwalk and Martensdale and from Norwalk to Martensdale, superseded by and authority reissued in Certificate of Convenience and Necessity No. 64, dated Dec. 8, 1925. (No. H-74-1924.)

Certificate No. 67, dated Sept. 11, 1924, authorizing Harry C. Patridge, Spencer, to operate as a freight motor carrier over no regular route in Clay, Dickinson, O'Brien, Palo Alto, Buena Vista, Emmet, Osceola and Cherokee Counties, superseded by and part of authority reissued in Certificate of Convenience and Necessity No. 67, dated Dec. 8, 1925. (No. H-199-1924.)

Certificate No. 72, dated Sept. 23, 1924, authorizing B. J. Kramer & Son, Maquoketa, a partnership composed of B. J. Kramer and Floyd Kramer, to operate as a passenger motor carrier between Maquoketa and De Witt, transferred, with approval of Board, at 7:00 A. M. Jan. 14, 1926, to Carl Height, Davenport, and amended by authorizing discontinuance of service to Delmar and changing route between south line of Jackson County and north corporate limits of Welton. This certificate superseded by and authority reissued in Certificate of Convenience and Necessity No. 9, dated Mar. 18, 1926. (No. H-176-1924.)

Certificate No. 80, dated Nov. 5, 1924, authorizing Frank J. Clouss, Manson, to operate as a freight motor carrier between Manson and Fort Dodge, superseded by and authority reissued in Certificate of Convenience and Necessity No. 80, dated Dec. 4, 1925. (No. H-110-1924.)

Certificate No. 81, dated Nov. 10, 1924, authorizing O. S. Hall, Iowa Falls, to operate as a motor carrier of freight between Iowa Falls and Eldora, Iowa Falls and New Providence and Iowa Falls and Union, superseded by and authority reissued in Certificate of Convenience and Necessity No. 81, dated Feb. 23, 1926. (No. H-60-1924.)

Certificate No. 91, dated Nov. 28, 1924, authorizing M. R. Adamson, Thurman, to operate as a freight motor carrier between Thurman, McPaul, Percival and the west line of the state of Iowa, between Thurman and the west line of the state of Iowa, between Thurman, Glenwood and the west corporate limits of Council Bluffs, and between Thurman, Taber, Glenwood and the west corporate limits of Council Bluffs, revoked on Apr. 19, 1926. (No. H-118-1924.)

Certificate No. 93, dated Nov. 28, 1924, authorizing Ralph L. Conard,



Indianola, to operate as a freight motor carrier between Indianola and Des Moines, and which was leased to J. E. Eldridge, Indianola, superseded by and authority reissued in Certificate of Convenience and Necessity No. 93, dated Feb. 23, 1926. (No. H-85-1924.)

Certificate No. 97, dated Dec. 3, 1924, authorizing Hampton Truck Line, Hampton, a partnership composed of M. Mennenga and Paul Mennenga, to operate as a freight motor carrier between Hampton and Mason City, Hampton and Iowa Falls and Hampton and Belmond.

On January 11, 1926, the Board approved the transfer of authority to operate between Hampton and Iowa Falls to Joe Bos, Hampton, and Certificate of Convenience and Necessity No. 99, was issued to Joe Bos on Jan. 8, 1926, authorizing him to operate between those points.

On Jan. 11, 1926, the Board approved the transfer of authority to operate between Hampton and Mason City to George L. Miller, Schiefeld, and Certificate of Convenience and Necessity No. 98, was issued to George L. Miller on Jan. 8, 1926, authorizing him to operate between those points.

Certificate No. 97, superseded by and authority granted therein to operate between Hampton and Belmond reissued in Certificate of Convenience and Necessity No. 97, dated Jan. 8, 1926. (No. H-48-1925.)

Certificate No. 100, dated Dec. 5, 1924, authorizing Beasley Bros., Newton, a partnership composed of Art Beasley and C. H. Beasley, to operate as a passenger motor carrier between Newton and Des Moines, transferred, with the approval of Board, as of noon on Feb. 5, 1926, to Stephen A. Bollinger, Des Moines, owner and operator of Safety Coach Transit Co. This certificate superseded by and authority reissued in Certificate of Convenience and Necessity No. 100, dated June 18, 1926. (No. H-16-1925.)

Certificate No. 107, dated Dec. 19, 1924, authorizing Art Beasley, Newton to operate as a passenger motor carrier between Grinnell and Newton, transferred with approval of Board, as of noon on Feb. 5, 1926, to Stephen A. Bollinger, Des Moines, owner and operator of Safety Coach Transit Co. This certificate superseded by and authority reissued in Certificate of Convenience and Necessity No. 100, dated June 18, 1926. (No. H-165-1925.)

Certificate No. 108, dated Dec. 22, 1924, authorizing Cedar Rapids and Iowa City Railway, Cedar Rapids, to operate as a passenger motor carrier between Davenport and Tipton, superseded by and authority reissued in Certificate of Convenience and Necessity No. 59, dated Apr. 28, 1926. (No. H-180-1925.)

Certificate No. 110, dated Dec. 29, 1924, authorizing L. Handerland, Estherville, to operate as a motor carrier for delivering goods and merchandise over no regular route from Estherville to points in Emmet, Dickinson, Palo Alto and Clay Counties, Iowa, revoked on Dec. 3, 1925. (No. H-255-1925.)

Certificate No. 114, dated Jan. 29, 1925, authorizing L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co., to operate as a passenger motor carrier between Grundy Center and Marshalltown, transferred with approval of Board, as of 12:01 A. M. on Sept. 3, 1926, to Hawkeye Stages, Inc., Des Moines. (No. H-579-1926.)

Certificate No. 116, dated Jan. 29, 1925, authorizing L. C. Pantages, Ames, owner and operator of Ames Motor Transportation Co., to operate as a passenger motor carrier between Waterloo and Boone, transferred with approval of Board, as of 12:01 A. M. Sept. 3, 1926, to Hawkeye Stages, Inc., Des Moines. (No. H-579-1926.)

Certificate No. 127, dated Mar. 16, 1925, authorizing Louie Knoke, Klemme, to operate as a motor carrier for delivering goods and merchandise over no regular route in Hancock, Cerro Gordo, Winnebago and

Wright Counties, superseded by and part of authority reissued in Certificate of Convenience and Necessity No. 127, dated Aug. 17, 1926. (No. H-307-1925.)

Certificate No. 131, dated Mar. 20, 1925, authorizing Harry Golla, Estherville, to operate as a motor carrier of freight over no regular route from Estherville to points in Emmet County, revoked on Dec. 31, 1925. (No. H-334-1925.)

Certificate No. 133, dated Mar. 24, 1925, authorizing C. C. Richardson, Indianola, owner and operator of Iowa Motor Transit Company, to operate as a passenger motor carrier between Des Moines and Carroll, transferred with approval of Board, as of noon on Dec. 2, 1925, to Morlan and Laster, Des Moines, a partnership composed of L. G. Morlan and Donald Laster and amended on Feb. 2, 1926 by changing name of holder to Hawkeye Stages, Inc., Des Moines. Superseded by and authority reissued in Certificate of Convenience and Necessity No. 2, dated Mar. 17, 1926. (No. H-233-1925.)

Certificate No. 135, dated Apr. 1, 1925, authorizing Emil Michaelson, Des Moines, to operate as a passenger motor carrier between Des Moines and Winterset, superseded by and authority reissued in Certificate of Convenience and Necessity No. 135, dated Jan. 16, 1926. (No. H-391-1925.)

## Actions Taken by the Board During the Current Year, Affecting Certificates of Convenience and Necessity

Certificate No. 1, dated Sept. 21, 1925, authorizing O. C. Wright, Adel, to operate as a passenger motor carrier between Des Moines and Guthrie Center and Des Moines and Stuart, amended and extended on Oct. 2, 1926, to authorize this carrier to also transport not to exceed one hundred-fifty pounds of freight on each of the passenger motor vehicles operated between Des Moines and Guthrie Center. (No. H-576-1926.)

Certificate No. 2, dated Mar. 17, 1926, authorizing Hawkeye Stages, Inc., Des Moines, to operate as a passenger motor carrier between Des Moines and Carroll and Carroll and Storm Lake: Authority to operate between Carroll and Storm Lake revoked June 12, 1926. (No. H-404-1926.)

Certificate No. 3, dated Aug. 24, 1925, authorizing Merritt B. Hildreth, Anthon, to operate as a passenger motor carrier over Route No. 1, between Anthon, Moville and Sioux City and over Route No. 2, between Anthon, Oto, Smithland, Holly Springs and Sioux City: Board adopted a resolution on Apr. 29, 1926, revoking authority to operate over Route No. 2, such revocation being effective May 15, 1926. (No. H-438-1926.)

Certificate No. 4, dated Sept. 15, 1925, authorizing Great White Way Bus Line, Monroe, a partnership composed of L. T. Munson, Monroe, and R. L. Conard, Indianola, to operate as a passenger motor carrier between Oskaloosa and Des Moines, transferred, with approval of Board, at noon on Nov. 14, 1925, to L. T. Munson, Monroe, owner and operator of Great White Way Bus Line; leased, with approval of Board, at noon on Jan. 12, 1926, to Hawkeye Stages, Inc., Des Moines, and Donald Laster, Des Moines, and amended on Feb. 2, 1926 by correcting mileage within Pella. (Nos. 10451-1923 (H-14) and H-127-1924.)

Certificate No. 5, dated Mar. 5, 1926, authorizing Boland and Duven, a partnership composed of Henry S. Boland and James S. Duven, Orange City, to operate as a passenger motor carrier between Orange

City and Alton and Spencer and Sheldon. On Apr. 27, 1926, the Board, by resolution, took the following action:

- 1—Approved the transfer of authority to operate between Spencer and Sheldon to I. E. Rucker, Spencer, such approval being effective May 1, 1926;
- 2—Directed that Certificate of Convenience and Necessity No. 131, effective May 1, 1926, be issued to said partnership, authorizing them to operate between Orange City and Alton;
- 3—Directed that Certificate of Convenience and Necessity No. 132, effective May 1, 1926, be issued to I. E. Rucker, authorizing him to operate between Spencer and Sheldon, and
- 4—Revoking Certificate of Convenience and Necessity No. 5, as of May 1, 1926. (H-37-1924) (No. H-541-1926.)

Certificate No. 6, dated Aug. 10, 1925, authorizing Fort Dodge, Des Moines & Southern Transportation Co., Boone, to operate as a passenger motor carrier between Algona and Fort Dodge, revoked Sept. 15, 1926. (No. H-26-1924) (See also No. H-549-1926.)

Certificate No. 8, dated Oct. 15, 1925, authorizing M. J. Cass, Monticello, to operate as a passenger motor carrier between Monticello and Dubuque, transferred, with approval of Board, on May 24, 1926, to Laude and Hutton Bus Line, Dubuque, a partnership composed of Elliott B. Laude and Donald F. Hutton. (No. H-539-1926.)

Certificate No. 10, dated Sept. 15, 1925, authorizing W. R. Hagan and Son, Monroe, a partnership composed of W. R. Hagan and Roy Hagan, to operate as a passenger motor carrier between Des Moines and Pella and Monroe and Knoxville, transferred, with approval of Board, at 4:00 P. M. on Jan. 7, 1926, to Hawkeye Stages, Inc., Des Moines. (Nos. H-11-1924 and H-248-1926.)

Certificate No. 14, dated July 9, 1925, authorizing A. E. Cattermole, Storm Lake, to operate as a passenger motor carrier between Spencer and Storm Lake, transferred, with the approval of Board, at 12:01 A. M. Nov. 1, 1926, to F. C. Fowler, Sioux City. This certificate revoked as of Nov. 1, 1926 and authority reissued in Certificate of Convenience and Necessity No. 24, dated Nov. 1, 1926. (Nos. H-81-1924 and H-584-1926.)

Certificate No. 18, dated July 24, 1925, authorizing Benjamin W. Crips, Ottumwa, to operate as a passenger motor carrier between Ottumwa and Bloomfield and Ottumwa and Oskaloosa, amended and extended on Nov. 20, 1926, to authorize this carrier to also transport not to exceed two hundred pounds of freight on each of his passenger motor vehicles. (H-568-1926.)

On Nov. 30, 1926, the Board approved the leasing of authority to operate between Ottumwa and Bloomfield, to H. G. Hill, Bloomfield, such approval being effective at 12:01 A. M. Dec. 1, 1926. (H-592-1926.)

Certificate No. 21, dated July 14, 1925, authorizing A. J. Marker, Adel, to operate as a freight motor carrier between Adel and Des Moines, transferred with approval of Board, on Apr. 1, 1926, to R. L. Conard, Adel. (No. H-27-1924.)

Certificate No. 23, dated Aug. 17, 1925, authorizing Miles R. Landis, Maquoketa, owner and operator of Black Star Bus Line, to operate as a motor carrier of passengers and express between the following named termini and over the following routes, except for the transportation of local passengers and express between Marion and Cedar Rapids and intermediate points:

No. 1, between Maquoketa and Cedar Rapids.

No. 2, between Monticello and Cedar Rapids.

On Mar. 27, 1926, the Board amended Certificate No. 23 by expunging therefrom the routes described therein and inserting in lieu thereof the following:

Route No. 1, between Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Scotch Grove, Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids.

Route No. 2, between Monticello, Langworthy, Anamosa, Springville, Marion, Kenwood Park and Cedar Rapids. (No. H-408-1925.)

Certificate No. 26, dated Aug. 3, 1925, authorizing F. C. Fowler, Moville, to operate as a passenger motor carrier between Moville and Sioux City and Moville and Correctionville, revoked on Nov. 1, 1926 and authority reissued in Certificate of Convenience and Necessity No. 24, dated Nov. 1, 1926. (Nos. H-7-1924 and H-267-1924.)

Certificate No. 28, dated Aug. 3, 1925, authorizing Ward D. Walrod, De Witt, to operate as a passenger motor carrier between Grand Mound and Clinton, revoked June 9, 1926. (No. H-47-1924.) (See also No. H-538-1926.)

Certificate No. 30, dated July 24, 1925, authorizing Nis N. Ostergaard, Camanche, to operate as a passenger motor carrier between Camanche and Clinton, amended and extended on May 17, 1926, to authorize this carrier to also transport not to exceed six hundred pounds of freight on each of his passenger motor vehicles. (No. H-536-1926.)

Certificate No. 31, dated July 24, 1925, authorizing Julius Schroeder, Clinton, to operate as a freight motor carrier between Clinton and Grand Mound and Clinton and Calamus, transferred, with approval of Board, on Feb. 22, 1926, to Anton Miller, Lyons. (No. H-116-1924.)

Transferred, with approval of Board, at 12:01 A. M. on Nov. 8, 1926, to J. I. Mowat, Lyons. (No. H-586-1926.)

Certificate No. 34, dated Aug. 17, 1925, authorizing Bert Phillips, Rembrandt, to operate as a freight motor carrier between Rembrandt and Storm Lake, revoked on Mar. 31, 1926. (No. H-70-1924.)

Certificate No. 39, dated Nov. 17, 1925, authorizing Runnells Bus Line, Runnells, a partnership composed of C. L. Blue, Runnells, and J. T. Snyder, Mitchellville, to operate as a passenger motor carrier between Runnells and Des Moines, revoked Mar. 13, 1926. (No. H-2-1924.)

Certificate No. 40, dated Dec. 29, 1925, authorizing A. J. Thiesen, Evely, to operate as a freight motor carrier between Evely and Spencer, transferred, with approval of Board, on Feb. 5, 1926, to A. Schoenewe, Jr., Evely. (No. H-381-1926.)

Certificate No. 43, dated Oct. 20, 1925, authorizing Dale Lissner, Kingsley, owner and operator of Kingsley Motor Express, to operate as a freight motor carrier between Kingsley and Sioux City, transferred, with approval of Board, at 12:01 A. M. on Oct. 12, 1926, to C. E. Grothaus, Kingsley. (No. H-582-1926.)

Certificate No. 47, dated Mar. 25, 1926, authorizing J. E. Eldridge, Indianola, to operate as a passenger motor carrier between Indianola and Des Moines. Board approved transfer of the lease of this certificate from C. C. Richardson, Indianola, to Hawkeye Stages, Inc., Des Moines, such approval being effective as of 1:00 A. M. on June 29, 1926. (No. H-6-1924.)

Certificate No. 49, dated Aug. 10, 1925, authorizing Bishop and Croghan, Griswold, a partnership composed of John Bishop and C. B. Croghan, to operate as a motor carrier of freight between Griswold and Atlantic, but not between Atlantic and Lewis, transferred, with approval of Board, on July 28, 1926, to C. B. Croghan, Griswold. (No. H-567-1926.)

Certificate No. 50, dated Nov. 23, 1925, authorizing Otto Mitchell, Pierson, owner and operator of Pierson Motor Express, to operate as a



freight motor carrier between Pierson and Sioux City, revoked Jan. 6, 1926. (No. H-336-1925.)

Certificate No. 53, dated Nov. 21, 1925, authorizing F. E. Wyman, Griswold, to operate as a passenger motor carrier between Griswold and Council Bluffs, transferred, with approval of Board, on May 13, 1926, to Carl Baldwin, Griswold. (No. H-548-1926.)

Certificate No. 54, dated Nov. 30, 1925, authorizing George W. Gonterman, Eldon, to operate as a freight motor carrier from Ottumwa to Eldon, transferred, with approval of Board, on Jan. 11, 1926, to Ray Seaton, Eldon. (No. H-107-1925.)

Certificate No. 55, dated Aug. 17, 1925, authorizing F. D. Eatwell, Prairie City, to operate as a freight motor carrier between Prairie City and Des Moines, revoked on Mar. 13, 1926. (No. H-71-1924.)

Certificate No. 57, dated Nov. 27, 1925, authorizing H. A. Dessinger, Ft. Dodge, owner and operator of Yellow Cab Company, to operate as a passenger motor carrier between Ft. Dodge and United States Gypsum Company, revoked June 1, 1926. (No. H-339-1925.)

Certificate No. 61, dated Oct. 30, 1925, authorizing Thomas W. Hannah, Fairfield, to operate as a passenger motor carrier between Fairfield and Keosauqua, amended and extended on Sept. 7, 1926 to authorize this carrier to also transport not to exceed two hundred-fifty pounds of freight on each of his passenger motor vehicles. (N. H-554-1926.)

Certificate No. 62, dated Nov. 20, 1925, authorizing L. W. Lau, Ventura, to operate as a freight motor carrier between the unincorporated town of Ventura, Clear Lake and Mason City, revoked on Oct. 7, 1926 and Corrected Certificate of Convenience and Necessity No. 62 issued to Mr. Lau on that date, authorizing him to operate as motor carrier of freight between Ventura and Mason City, except that no freight shall be transported originating at Mason City and consigned to Clear Lake nor originating at Clear Lake and consigned to Mason City. (No. H-183-1924.)

Certificate No. 63, dated Dec. 4, 1925, authorizing A. J. Reeves, Indianapolis, to operate as a freight motor carrier between Spring Hill and Des Moines, revoked July 1, 1926. (No. H-379-1926.)

Certificate No. 65, dated Nov. 5, 1925, authorizing L. E. Strickler, Iowa City, to operate as a passenger motor carrier between Iowa City and Washington and Washington and Fairfield. On July 26, 1926 the Board revoked that part of the certificate which authorized this carrier to operate between Washington and Fairfield. (Nos. H-62-1924 and H-484-1925.)

Certificate No. 69, dated Nov. 16, 1925, authorizing White Star Bus Company, Muscatine, to operate as a passenger motor carrier between Muscatine and Burlington and Muscatine and Iowa City, amended, on May 20, 1926, by cancelling that part of the Muscatine-Burlington route between the east corporate limits of Wapello and the terminus in Burlington and substituting in lieu thereof a route through Wapello, Newport, Mediapolis and Burlington. (No. H-534-1926.)

Certificate No. 70, dated Jan. 15, 1926, authorizing Vernon Oxley, Iowa City, to operate as a passenger motor carrier between Iowa City and Tipton, revoked Dec. 1, 1926. (No. H-477-1926.)

Certificate No. 74, dated Aug. 17, 1925, authorizing Harris Brothers, Spencer, a partnership composed of Francis J. Harris and Joseph W. Harris, to operate as a passenger motor carrier between Spencer and Spirit Lake, transferred, with approval of Board, at 12:01 A. M. on Nov. 9, 1926, to J. W. Harris, Spencer. (No. H-588-1926.)

Certificate No. 79, dated Jan. 14, 1926, authorizing R. E. Hilton, Jefferson, to operate as a passenger motor carrier between Jefferson and Emmetsburg, revoked July 1, 1926. (No. H-479-1926.)

Certificate No. 84, dated Jan. 15, 1926, authorizing Lucius A. Brown,

Letts, to operate as a freight motor carrier between Letts and Grandview, revoked Aug. 19, 1926. (No. H-490-1926.)

Certificate No. 86, dated Mar. 27, 1926, authorizing Tama and Toledo Railroad, Toledo, to operate as a passenger motor carrier between Tama and Waterloo, amended, on Aug. 19, 1926, by changing the route within incorporated towns (No. H-491-1926); amended and extended, on Nov. 3, 1926, to authorize this carrier to also transport not to exceed one thousand pounds of freight on each of its passenger motor vehicles. (No. H-574-1926.)

Certificate No. 94, dated Nov. 18, 1925, authorizing Roy E. Bruce, Sheffield, to operate as a freight motor carrier between Sheffield and Hampton, transferred, with approval of Board, on Sept. 3, 1926, to Bert H. Furness, Sheffield. (No. H-573-1926.)

Certificate No. 97, dated Jan. 8, 1926, authorizing Hampton Truck Line, Hampton, a partnership composed of M. Mennenga and Paul Mennenga, to operate as a freight motor carrier between Hampton and Belmond, revoked May 4, 1926. (No. H-48-1925.)

Certificate No. 98, dated Jan. 8, 1926, authorizing George L. Miller, Sheffield, to operate as a freight motor carrier between Hampton and Mason City, transferred, with approval of Board, at noon on May 28, 1926, to George L. Helmendinger, Mason City. (No. H-557-1926.)

Certificate No. 103, dated Nov. 18, 1925, authorizing Frank Reeve, Popejoy, to operate as a freight motor carrier between Popejoy and Iowa Falls, revoked Apr. 29, 1926. (No. H-253-1925.)

Certificate No. 109, dated Aug. 20, 1926, authorizing Paul S. Otto, Waterloo, Iowa, owner and operator of Northeastern Iowa Transit Company, to operate as a passenger motor carrier between Waterloo and New Hampton and New Hampton and Cresco, with certain exceptions, transferred, with approval of Board, at 12:01 A. M. on Nov. 10, 1926, to Virgil Beck, Waterloo. (No. H-590-1926.)

Certificate No. 110, dated Mar. 18, 1926, authorizing Clarence M. Vetter, Atlantic, to operate as a freight motor carrier between Atlantic, Wiota, Anita, Adair and Casey, amended, on July 10, 1926, by revoking authority to transport freight destined to or originating at Wiota and Anita. (No. H-188-1926.)

Certificate No. 113, dated Nov. 20, 1925, authorizing E. C. Dorsey, Anita, to operate as a freight motor carrier between Anita, Wiota and Atlantic, amended, on July 9, 1926, by revoking authority to transport freight to and from Wiota. (No. H-21-1925.)

Certificate No. 117, dated Nov. 2, 1925, authorizing Keith E. Stalker, Rudd, to operate as a freight motor carrier between Rudd and Charles City and between Rudd and Mason City, transferred, with approval of Board, on Feb. 19, 1926, to Stalker Transportation Company, Rudd, a partnership composed of Eli E. Stalker, Keith E. Stalker and Berl E. Stalker. (No. H-63-1925.)

Certificate No. 120, dated Nov. 2, 1925, authorizing W. A. Boldon, Alden, to operate as a freight motor carrier between Alden and Iowa Falls, transferred, with approval of Board, as of 12:01 A. M. on June 9, 1926, to J. Edward Bailey, Alden. (No. H-559-1926.)

Certificate No. 131, dated Apr. 27, 1926, authorizing Boland and Duven, Orange City, a partnership composed of Henry S. Boland and James S. Duven, to operate as a passenger motor carrier between Orange City and Alton, revoked June 3, 1926. (No. H-541-1926.)

Certificate No. 132, dated Apr. 27, 1926, authorizing I. E. Rucker, Spencer, to operate as a passenger motor carrier between Spencer and Sheldon, revoked Nov. 5, 1926. (No. H-541-1926.)

Certificate No. 140, dated July 2, 1926, authorizing Rainbow Lines,

Inc., Oelwein, to operate as a passenger motor carrier between Oelwein and McGregor, revoked Oct. 1, 1926. (No. H-353-1926.)

## Orders and Warrants Issued During Current Year to Levy Upon Property of Motor Carriers and by Sale Collect Delinquent Taxes and Penalties

Jan. 4, 1926, W. R. Hagan & Son, a partnership composed of W. R. Hagan and Roy Hagan, Monroe—taxes and penalties for May, June, July and Aug., 1925, amounting to \$647.31.

Feb. 13, 1926, C. C. Richardson, Indianola, owner and operator of Iowa Motor Transit Co.—taxes and penalties for July, August and Sept., 1925, amounting to \$2,208.19.

Mar. 2, 1926, Tri State Motor Express, a partnership composed of Stanley Boone and Frank D. Heinze, Keokuk—taxes and penalties for June, July, Aug. and Sept., 1925, amounting to \$31.92.

Mar. 2, 1926, Roy Benjamin, Valley Junction—taxes and penalties for Apr. and May, 1925, amounting to \$21.16.

Mar. 17, 1926, Vernon Oxley, Iowa City—taxes and penalties for Sept., Oct. and Nov., 1925, amounting to \$71.53.

Mar. 22, 1926, George C. Wiegand, Emmetsburg—taxes and penalties for months of Apr. to Nov., 1925, inclusive, amounting to \$62.34.

Apr. 26, 1926, George C. Wiegand, Emmetsburg—taxes and penalties for Dec., 1925, amounting to \$6.53.

July 29, 1926, Lewis Sedlacek, Osage, owner and operator of Osage Transportation Co.—taxes and penalties for Feb., 1926, amounting to \$23.23.

Sept. 17, 1926, Edward W. Paul, Marengo—taxes and penalties for May, 1926, amounting to \$28.14.

Sept. 17, 1926, L. E. Strickler, Iowa City—taxes and penalties for May, 1926, amounting to \$48.88.

Oct. 20, 1926, I. E. Rucker, Spencer—taxes and penalties for June, 1926, amounting to \$44.00.

Nov. 22, 1926, I. E. Rucker, Spencer—taxes and penalties for months of July to Nov., 1926, inclusive, amounting to \$173.93.

## Interlocking, Signal and Other Safety Devices

Plans for the original construction of, or for changes to be made in, the following interlocking plants were approved, subject to inspection:

Name of Plant	Kind	Participating Companies
Ackley.....	Mech.	I. C.—M. & St. L.
Albion.....	Mech.	C. R. I. & P.—Junction
Balfour.....	Mech.	C. B. & Q.—End of double track
Beverly.....	Elec.	C. & N. W.—C. M. & St. P.
Bloomer, 8th Street.....	Mech.	C. & N. W.—Yards
California Jct.....	Mech.	C. M. & St. P.—Junction
Carnesville.....	Elec.	C. & N. W.—Junction
Cedar Falls.....	Mech.	C. R. I. & P.—C. & N. W.
Cedar Rapids.....	Mech.	I. C.—C. R. I. & P.
Davenport.....	Elec.	O. & N. W.—C. M. & St. P.—C. R. I. & P.
Davenport, West.....	Mech.	D. R. I. & N. W.—Drawbridge
Delmar.....	Mech.	C. M. & St. P.—C. R. I. & P.
Denison.....	Mech.	C. M. & St. P.—C. & N. W.
Delaware.....	Mech.	I. C.—C. & N. W.
Gypsum.....	Mech.	I. C.—C. B. & Q.
Gypsum.....	Mech.	Fr. D., D. M. & S.—I. C.
Gypsum.....	Mech.	I. C.—C. G. W.
Halpin.....	Mech.	C. B. & Q.—Junction
Harrison.....	Elec.	C. B. & Q.—End of double track
Herron.....	Mech.	C. M. & St. P.—Crossing
Indian Creek.....	Elec.	C. M. & St. P.—Junction
Iowa Falls.....	Elec.	I. C.—C. R. I. & P.
Iowa City.....	Elec.	C. R. I. & P.—End of double track
Laurens.....	Auto.	C. R. I. & P.—C. & N. W.
Lawler.....	Mech.	C. B. & Q.—C. R. I. & P.—C. M. & St. P.
Libby.....	Mech.	C. M. & St. P.—C. B. & Q.
Manly.....	Mech.	C. G. W.—C. R. I. & P.—M. & St. L.
Manson.....	Mech.	I. C.—C. R. I. & P.
Mason City.....	Mech.	C. M. & St. P.—C. & N. W.
Mason City.....	Mech.	C. & N. W.—M. & St. L.
Maxon.....	Mech.	C. G. W.—C. & N. W.
Neola.....	Mech.	C. B. & Q.—M. & St. L.
Neola.....	Mech.	C. R. I. & P.—C. M. & St. P.
Onawa.....	Mech.	C. & N. W.—M. & St. L.
Onawa.....	Auto.	C. & N. W.—I. C.
Otis.....	Mech.	C. & N. W.—Junction
Ottumwa, Market St.....	Mech.	C. B. & Q.—C. M. & St. P.—Wabash
Ridgely.....	Mech.	Fr. D., D. M. & S.—C. G. W.
Rockwell City.....	Mech.	I. C.—Fr. D., D. M. & S.—C. M. & St. P.
Rodney.....	Auto.	C. M. & St. P.—I. C.
Sabula.....	Elec.	C. M. & St. P.—Drawbridge
Sargent Bluffs.....	Mech.	C. & N. W.—C. M. & St. P.
Seymour.....	Mech.	C. M. & St. P.—C. R. I. & P.
Shannon.....	Mech.	C. B. & Q.—End of double track
Shopton, East.....	Mech.	A. T. & S. F.—Yard
Shopton, West.....	Mech.	A. T. & S. F.—Yard
Tama.....	Mech.	C. & N. W.—C. M. & St. P.
Tracy.....	Mech.	Wabash—C. B. & Q.
Washington.....	Mech.	C. M. & St. P.—C. R. I. & P.
Waterloo, East.....	Mech.	I. C.—W. O. F. & N.
Waterloo, West.....	Mech.	I. C.—W. O. F. & N.
Waverly.....	Mech.	C. G. W.—I. C.
Webb.....	Mech.	C. R. I. & P.—C. M. & St. P.
Webster City.....	Mech.	I. C.—C. & N. W.
Wheatland.....	Mech.	C. & N. W.—C. M. & St. P.
Wood.....	Mech.	C. B. & Q.—Yard and Junction



The following named plants having been modified, or, having been repaired in accordance with the suggestions of the Commission, re-inspections were made and reinspection certificates of approval issued:

Name of Plant	Kind	Participating Companies	Date of Certificate
Ackley	Mech.	I. C. - M. & St. L.	4-8-26
Balfour	Mech.	C. B. & Q. - End of double track.	5-19-26
Brown	Mech.	C. M. & St. P. Junction.	8-16-26
California Jet.	Elec.	C. & N. W. - Junction.	8-18-26
Cedar Falls	Mech.	I. C. - C. R. I. & P.	3-8-26
Cedar Rapids	Elec.	C. & N. W. - C. M. & St. P. - C. R. I.	4-23-26
Delmar	Auto	C. M. & St. P. - C. & N. W.	8-16-26
Gypsum	Mech.	Fr. D. D. M. & S. - I. C.	2-25-26
Gypsum	Mech.	I. C. - C. G. W.	2-25-26
Halpin	Mech.	C. B. & Q. Junction.	5-8-26
Harrison	Elec.	D. B. & Q. - End of double track.	12-23-25
Iowa Falls	Elec.	I. C. - C. R. I. & P.	4-8-26
Laurens	Auto	C. B. & Q. - C. M. & St. L.	9-29-25
Maxon	Mech.	C. B. & Q. - M. & St. L.	7-3-26
Ogden	Mech.	C. & N. W. - M. & St. L.	1-21-26
Onawa	Auto	C. & N. W. - I. C.	10-16-26
Oslo	Mech.	C. & N. W. Junction.	6-1-26
Ottumwa	Mech.	C. B. & Q. - C. M. & St. P. - Wabash.	5-27-26
Rodney	Auto	C. M. & St. P. - I. C.	7-31-26
Shannon	Mech.	C. B. & Q. - End of double track.	12-23-25
Shopton East	Mech.	A. T. & S. P. Yard.	1-27-26
Shopton West	Mech.	T. & S. P. Yard.	1-27-26
Tama	Mech.	C. & N. W. - C. M. & St. P.	11-18-26
Tracy	Mech.	Wabash - C. B. & Q.	7-28-26
Waterloo East	Mech.	I. C. - W. C. P. & N.	10-8-26
Waterloo West	Mech.	I. C. - W. C. P. & N.	10-12-26
Webster City	Mech.	C. & N. W.	6-3-26
Wheatland	Mech.	C. & N. W. - C. M. & St. P.	3-30-26

At least one general inspection was made of each of the following one hundred and thirty-four interlockings, and such defects as found were reported to the maintaining company:

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Ackley	Mech.	24	24	I. C. - M. & St. L.	4-8-26
Albia	Mech.	30	12	Wabash - C. B. & Q.	8-7-17
Altoona	Mech.	4	4	C. R. I. & P. Junction.	9-14-18
Ames	Mech.	40	40	C. & N. W. - Fr. D. D. M. & S.	6-6-24
Arlon	Mech.	58	58	C. & N. W. - Milwaukee - I. C.	5-12-00
Aurora	Mech.	6	6	C. G. W. - End of double track.	6-27-17
Balfour	Mech.	16	14	C. B. & Q. - End of double track.	5-19-26
Belknap	Mech.	28	24	C. R. I. & P. - Wabash.	9-22-22
Belle Plaine BA.	Mech.	30	30	C. & N. W. - Yard.	12-18-22
Belle Plaine B.	Mech.	32	30	C. & N. W. - Yard.	3-11-16
Bettendorf	Mech.	3	4	D. R. I. & N. W. - C. D. & M.	3-7-26
Beverly	Elec.	43	38	C. & N. W. - C. M. & St. P.	5-18-26
Boone, 8th St.	Mech.	49	33	C. & N. W. - Yard.	9-7-15
Boone BU.	Mech.	30	19	C. & N. W. - Yard.	9-30-07
Brown	Mech.	24	19	C. M. & St. P. - Junction.	8-18-26
Burlington	Elec.	16	16	C. B. & Q. - Drawbridge.	2-21-18
California Jet.	Elec.	3	3	C. & N. W. - Junction.	5-18-26
Carnsforth	Mech.	28	23	C. R. I. & P. - C. & N. W.	3-30-22
Cedar Falls	Mech.	18	15	I. C. - C. R. I. & P.	3-8-26
Cedar Rapids	Elec.	6	6	C. & N. W. - C. M. & St. P. - C. R. I. & P.	4-23-26
Cedar River	Elec.	12	7	C. & N. W. - Junction.	12-18-26
Centerville	Mech.	24	24	C. R. I. & P. - C. B. & Q.	10-19-16
Clarion	Mech.	32	27	C. G. W. - C. R. I. & P.	1-19-20

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Clarksville	Mech.	24	22	C. G. W. - C. R. I. & P.	7-20-06
Clear Lake Jet.	Mech.	32	35	C. G. W. - M. C. & C. L. - C. R. I. & P.	5-14-25
Clinton, 3d St.	Elec.	65	64	C. & N. W. - C. M. & St. P. - C. R. I. & P.	9-26-24
Clinton	Elec.	30	30	C. & N. W. - Drawbridge.	9-26-24
Clio	Mech.	16	11	C. R. I. & P. - End of double track.	5-24-21
Con.	Mech.	24	18	C. M. & St. P. - C. R. I. & P.	7-16-18
Co. Bluffs	Mech.	6	6	C. & B. St. Ry.	11-12-17
Co. Bluffs	Mech.	6	6	O. & C. B. St. Ry. - Wabash.	11-12-17
Co. Bluffs	Elec.	128	106	Tower A. E. P. Tfr.	11-29-24
Co. Bluffs MP 2.	Elec.	16	12	U. P. - Bridge Approach.	2-17-22
Culver	Mech.	32	27	C. R. I. & P. - C. M. & St. P.	4-11-19
Davenport	Mech.	8	7	C. & N. W. - Des Moines.	1-21-25
Davenport West	Mech.	8	6	C. M. & St. P. - C. R. I. & P.	8-16-26
Delmar	Auto	0	0	C. M. & St. P. - C. & N. W.	10-31-16
Denison	Mech.	32	20	I. C. - C. & N. W.	11-16-25
Des Moines 20th.	Elec.	66	48	C. R. I. & P. - C. M. & St. P.	6-9-26
Des Moines	Auto	0	0	M. & St. L. - Junction.	11-20-25
DeWitt	Mech.	28	26	C. & N. W. - C. M. & St. P.	5-22-24
Dubuque East	Elec.	52	35	I. C. - C. G. W. - C. B. & Q.	10-24-23
Dubuque	Mech.	16	11	O. G. W. - End of double track.	2-23-21
Dubuque	Mech.	36	30	I. C. - C. B. & Q.	2-23-21
Dumas	Elec.	31	21	T. & S. F. - Countlet.	2-9-22
Duinout	Mech.	16	15	C. & N. W. - C. G. W.	1-30-20
Eagle Grove	Mech.	21	15	C. G. W. - C. & N. W.	9-37-18
Elberon	Mech.	32	26	C. M. & St. P. - C. & N. W.	8-6-17
Esterville No. 2.	Mech.	12	11	C. R. I. & P. - M. & St. L.	4-23-19
Fairfield	Mech.	32	34	C. M. & St. P. - C. B. & Q.	4-9-20
Fonda	Mech.	27	23	C. M. & St. P. - I. C.	3-19-21
Ft. Dodge	Mech.	20	14	Fr. D. D. M. & S. - C. G. W.	5-22-16
Ft. Madison	Elec.	12	10	A. T. & S. F. - Drawbridge.	11-6-19
Gladbrook	Mech.	24	21	C. & N. W. - C. M. & St. P.	11-6-19
Gowrie	Mech.	20	17	Fr. D. D. M. & S. - C. & N. W. - M. & St. L.	9-7-21
Grand Jet	Mech.	31	26	C. & N. W. - M. & St. L.	6-18-24
Green Island	Mech.	24	24	C. M. & St. P. - Junction.	2-25-26
Gypsum	Mech.	30	14	Fr. D. D. M. & S. - I. C.	2-25-26
Gypsum	Mech.	32	19	I. C. - C. G. W.	5-8-26
Halpin	Mech.	28	28	C. B. & Q. - Junction.	5-23-23
Hampton A.	Mech.	30	17	C. G. W. - M. & St. L.	5-23-23
Hampton B.	Elec.	32	26	C. G. W. - M. & St. L. - C. R. I.	7-22-20
Harcourt	Mech.	30	19	Fr. D. D. M. & S. - C. & N. W.	12-19-19
Harrison	Elec.	4	4	C. B. & Q. - End of double track.	12-23-25
Hartley	Mech.	16	11	C. R. I. & P. - C. M. & St. P.	1-25-24
Hayfield	Mech.	12	8	C. B. & Q. - P. - M. & St. L.	12-20-00
Herridon	Mech.	20	18	C. M. & St. P. - Crossing.	4-6-20
Hicks	Mech.	16	16	C. & N. W. - C. G. W.	1-25-24
Hinton	Mech.	16	15	I. C. - G. N. - C. & N. W.	10-31-16
Independence	Mech.	16	12	C. R. I. & P. - C. M. & St. L.	5-20-22
Iowa City	Elec.	4	4	C. R. I. & P. - End of double track.	4-8-26
Iowa Falls	Elec.	48	34	I. C. - C. R. I. & P.	8-27-17
Jeff	Mech.	30	19	C. G. W. - Junction.	8-7-16
Jefferson	Mech.	30	17	C. & N. W. - C. M. & St. P.	12-30-24
Kelly	Mech.	24	22	Fr. D. D. M. & S. - C. & N. W.	9-11-24
Ketelsburg	Mech.	12	10	C. & N. W. - M. & St. L.	2-2-17
Lake Mills	Mech.	12	10	C. & N. W. - C. M. & St. P.	3-26-26
Laurens	Auto	0	0	C. R. I. & P. - C. & N. W.	9-26-24
Lawler	Mech.	24	21	C. B. & Q. - C. R. I. & P. - C. M. & St. P.	12-6-20
Libertyville	Mech.	12	8	C. R. I. & P. - C. B. & Q.	10-29-23
Linley	Mech.	16	14	C. M. & St. P. - C. B. & Q.	4-2-25
Lockridge	Mech.	22	20	C. B. & Q. - Crossover.	8-9-19
Lohrville	Mech.	22	22	C. G. W. - C. M. & St. P. - C. & N. W.	6-2-17
Manly	Mech.	48	36	C. G. W. - C. R. I. & P. - M. & St. L.	12-22-22
Manson	Mech.	24	20	I. C. - C. R. I. & P.	12-14-16
Maple River	Elec.	28	26	C. & N. W. - Junction.	5-14-25
Marathon	Mech.	20	20	C. M. & St. P. - C. & N. W.	4-19-19
Marshalltown	Mech.	28	21	C. & N. W. - G. W. - M. & St. L.	6-2-17
Mason City	Mech.	20	18	C. & N. W. - Milwaukee - R. I. - C. G. W.	5-14-25

Location	Kind	Levers		Participating Companies	Date of Certificate
		Frame	Working		
Mason City	Mech.	12	12	C. & N. W.—M. & St. L.	5-24-22
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Mason City	Mech.	24	20	C. G. W.—C. & N. W.	1-21-02
Maxon	Mech.	45	39	C. B. & Q.—M. & St. L.	7-2-26
Melrose	Mech.	22	20	C. B. & Q.—Crossover	10-30-28
Moorland	Elec.	20	16	C. G. W.—M. & St. L.	4-19-19
Moravia	Mech.	16	14	Wabash—C. M. & St. P.	7-31-19
Nahant	Mech.	4	4	C. R. I. & P.—C. M. & St. P.	6-13-18
Neola	Mech.	28	22	C. R. I. & P.—C. M. & St. P.	1-8-23
New Hampton	Mech.	24	17	C. G. W.—C. M. & St. P.	12-12-17
Odessa	Mech.	16	16	C. G. W.—C. R. I. & P.	8-27-17
Ordin	Mech.	32	30	C. N. W.—M. & St. L.	1-21-16
Onawa	Auto	0	0	C. & N. W.—I. C.	10-16-26
Ouedia	Mech.	24	17	C. G. W.—C. M. & St. P.—M. & O.	9-19-21
Oralabor	Mech.	12	8	Pt. D., D. M. & S.—C. & N. W.	9-10-35
OLS	Mech.	28	19	C. & N. W.—Junction	5-1-36
Ottumwa, Market	Mech.	5	5	C. B. & Q.—C. M. & St. P.	5-27-36
Paralta	Mech.	24	19	Wabash	10-31-24
Red Oak	Mech.	20	16	C. B. & Q.—End of double track	1-2-25
Rindard	Mech.	20	17	Pt. D., D. M. & S.—C. G. W.	12-20-19
Rockwell City	Mech.	40	30	I. C.—Pt. D., D. M. & S.—C. M. & St. P.	4-21-00
Rodney	Auto	0	0	C. M. & St. P.—Junction	7-31-26
Rowan	Mech.	24	22	C. G. W.—C. R. I. & P.	5-2-22
Sabula	Elec.	24	18	C. M. & St. P.—Drawbridge	8-14-19
Sargent Bluffs	Mech.	16	12	C. & N. W.—C. M. & St. P.	10-24-24
Seymour	Mech.	20	19	C. M. & St. P.—C. R. I. & P.	1-6-22
Shannon	Mech.	12	9	C. B. & Q.—End of double track	12-22-21
Shopton East	Mech.	20	19	A. T. & S. F.—Yard	1-27-26
Shopton West	Mech.	24	19	A. T. & S. F.—Yard	1-27-26
Sibley	Mech.	24	20	C. St. P., M. & O.—C. R. I. & P.	12-18-22
Slater	Mech.	32	30	C. M. & St. P.—C. & N. W.	5-10-15
Somers	Elec.	36	32	C. G. W.—C. R. I. & P.	10-30-17
Spencer	Mech.	40	35	C. M. & St. P.—M. & St. L.	11-1-30
Tama	Mech.	60	39	C. & N. W.—C. M. & St. P.	11-18-20
Tracy	Mech.	4	4	Wabash—C. B. & Q.	7-28-24
Ute	Mech.	12	12	C. & N. W.—C. M. & St. P.	10-19-18
Washington	Mech.	24	24	C. M. & St. P.—C. R. I. & P.	9-25-06
Waterloo East	Mech.	21	20	I. C.—W., C. F. & N.	10-8-26
Waterloo West	Mech.	24	24	I. C.—W., C. F. & N.	10-12-26
Waterloo	Mech.	4	4	C. R. I. & P.—C. F. & N.	6-17-11
Waverly	Mech.	18	18	C. W.—I. C.—C. F. & N.	12-11-18
Webb	Mech.	16	12	C. R. I. & P.—C. M. & St. P.	6-11-18
Webster City	Mech.	24	21	I. C.—C. & N. W.	3-6-26
Wheatland	Mech.	20	18	C. & N. W.—C. M. & St. P.	3-20-26
Wood	Mech.	40	38	C. B. & Q.—Yard Junction	4-4-21

The Atchison, Topeka and Santa Fe Railroad Company's interlocking at New Boston, and the Colfax Northern and Chicago, Rock Island and Pacific Railway Companies' interlocking at Colfax, are temporarily discontinued. The New Boston plan was discontinued for the reason that it was a facility for crossover operations of trains, but this now being in double track automatic block signal territory, the necessity for it has been practically eliminated. The Colfax interlocking was discontinued because of the fact that coal mines located on the Colfax Northern Railway have ceased operation, and this service constituted the only traffic on that line.

Changes are frequently made at interlocking plants to better facilitate train operation or to bring about a saving of labor required in operation. Plans for such changes are first submitted for approval and the plant inspected and certificate issued to cover after changes have been made and before the plant is again placed in operation. Fifty-six (56) interlockings were so changed during the fiscal year, requiring special inspections by this department. This is an increase of eleven interlocking plants so changed during the same period last year.

There are one hundred and thirty-four (134) authorized interlocking plants now in operation; one hundred and eight (108) are manually operated mechanical plants, having a machine frame capacity of 2468 levers with 2080 working levers. Twenty-one (21) are manually controlled and electrically operated, having a machine frame capacity of six hundred and forty-eight (648) levers with five hundred and fifty-seven (557) working levers. There are no levers required in the operation of the five (5) automatic crossing signal protection installations now installed.

Eighteen (18) reported derailments at interlocking plants were ascribed to disregarding danger signals by enginemen, and nine (9) were attributed to other omissions than that named above; viz., improper use of hand signals, failure of train equipment, cause not definitely determined, etc. This is an increase of five (5) derailments ascribed to disregarding danger signals by enginemen, and a decrease of seven (7) derailments attributed to other causes, over the same period last year.

The following crossings have been protected by automatic crossing signal installations and certificates of approval issued:

Location	Participating Companies	Date of Certificate
Delmar	C. M. & St. P.—C. & N. W.	8-16-26
Des Moines	C. & N. W.—Junction	6-8-25
Laurens	C. R. I. & P.—C. & N. W.	3-26-25
Onawa	C. & N. W.—I. C.	10-16-26
Rodney	C. M. & St. P.—I. C.	7-31-26

The following automatic crossing signal installations have been approved for construction:

Location	Participating Companies
Browns	C. M. & St. P. Junction
Marathon	C. M. & St. P.—C. & N. W.
Mason City	C. & N. W.—M. & St. L.
Sargent Bluffs	C. & N. W.—M. & St. P.
Washington	C. M. & St. P.—C. R. I. & P.
Waverly	C. G. W.—I. C.

Plans have been approved for a remote control installation to be located at what is known as Indian Creek Junction, one mile west of Marion, Iowa. This is a junction of the Ottumwa-Cedar Rapids line of the Chicago, Milwaukee and St. Paul Railway Company, with the main line of the same company. The control will be located at Marion, Iowa.

Location	Railroads Involved	Date of Certificate
Abbotts Crossing	C. R. I. & P.—M. & St. L.	7-13-25
Cedar Falls	C. R. I. & P.—C. G. W.	10-18-25
Columbus Junction	C. R. I. & P.—C. R. I. & P.	3-6-25
Des Moines (4th Street)	C. R. I. & P.—C. & N. W.	6-8-25
Etherville	C. R. I. & P.—M. & St. L.	6-8-25
Greenville	C. R. I. & P.—C. R. I. & P.	6-11-25
Leeds	C. N. I. C.	8-21-25
McCallsburg	M. & St. L.—C. R. I. & P.	7-13-25
Nichols	C. R. I. & P.—C. R. I. & P.	8-22-25
Oskaloosa	M. & St. L.—M. & St. L.	6-8-26
South Des Moines	C. B. & Q.—D. M. & S.	6-26-26
West Liberty	C. R. I. & P.—C. R. I. & P.	2-7-26



Approved but certificate not yet issued:

Webster

C., R. I. & P.-C., M. & St. P.

In addition to the inspections set forth above, this department is frequently called upon to investigate and make reports on train wrecks, clearances, train operations, railway bridges, track inspections involving the condition of various portions of track, accidents, condition of equipment, highway grade crossing protection signals and devices, and overhead wire crossing construction over the tracks of steam and electrified railroads.

Rules governing the construction of communication lines crossing over or under the tracks of steam and electrified railroads were promulgated under authority conferred in Sections 8333, 8334, 8335, 8336, and 8337, Code of Iowa, 1924. They were effective August 16, 1926. Briefed construction requirements for a telephone line of ten wires or less, crossing a railroad, were adopted and made effective November 15, 1926.

### Interstate Cases Handled By Commerce Counsel of Iowa and Decided During Year 1926

In this report for the year 1926 are shown a few of the more important cases which have been disposed of during the year. There is a continual increase in the number of cases involving interstate rates. These matters are disposed of sometimes by filing a complaint alleging unreasonableness, and the discriminatory character of the rates, and the alleged violation of the interstate commerce law. In many instances the carriers filed tariffs increasing the rates, and on these, before the effective date thereof, applications for suspension have been made to the Commission. Of these applications, some were granted, others denied, and in some instances, on complaint, the proposed increases were withdrawn. In the adjustment of these increases in rates and suspension cases, there is involved a very considerable time and investigation. There are yet pending and undetermined cases referred to in the last report, viz.: The American National Live Stock Case; the investigation under the Hoch-Smith Resolution, Docket No. 17009; the bituminous coal rate case, and also the general investigation on grain and other commodities. The most important case now pending, which is docketed as Ex Parte No. 87, Sub. No. 1, involves the class rates in the Western Trunk Line territory and affects commerce as between the states in the Western Trunk Line territory, and also the interterritorial rates to the east, south, and west. This is an application to increase the rates in the Western Trunk Line territory. Ex Parte No. 87, referred to in the last report, has been determined, and the five per cent increase asked therein has been denied. This five per cent increase involved a good many million dollars increase over the present rates. Applications have been filed in the various states in the Western Trunk Line territory for an increase in the intrastate rates, and in the hearing now had on the I. C. C. Docket No. 17009, the general investigation under the Hoch-Smith Resolution, will be considered.

The Commissions in the western states are working together, and have planned for as complete a showing as it is possible to make, organizing their legal, statistical, and rate departments. The initial hearing in this case is now assigned at Omaha, on January 25, 1927, and there will be several hearings at various places thereafter. The Commerce Counsel of Iowa and Mr. Healy, of Kansas, have been chosen to attend all of the sessions, and counsel of the other commissions are to be present as much as possible. This is one of the most important cases now pending, or

that has been before the Interstate Commerce Commission in recent years.

The ordinary and usual correspondence in matters before the Interstate Commerce Commission and before the Iowa Board of Railroad Commissioners has continued, and been taken care of.

The Iowa Motor Carrier law is bringing to the office a very considerable amount of work. The Motor Carrier Department sends to this office such cases as require attention, such as the operation of motor carriers without the certificate of convenience and necessity, and in some instances injunction proceedings have been begun and others are to be brought. Also, there is the matter of collection of taxes that are assessed on those who fail to pay the taxes when due, and proceedings for the revocation of the certificate and, in one instance, the enjoining of the operation of a motor carrier on other and different rate of charges than as filed with the Commission, and many other like matters.

A list of the more important cases determined during the year is here given. It will not be possible, without extending this report to a very undue length, to go into the details of the many matters disposed of and handled under the charge and direction of this office.

I. & S. No. 2507, Class rates between Upper Mississippi River Crossings and Minnesota and North Dakota. Protest and application for suspension filed with Interstate Commerce Commission August 29, 1925. Certain protested tariffs suspended. Hearing at Fargo, N. Dak., October 21, 1925. Oral argument at Washington January 20, 1926. Decided by Commission February 1, 1926, 107 I. C. C. 256. Proposed interstate class rates between Upper Mississippi River Crossings and related points in Minnesota and North Dakota found not justified. Respondents filed petition for modification of report and order, and for rehearing; protestants filed petition for modification of order. Both denied.

I. & S. No. 2563, Class rates between Upper Mississippi River Crossings and Minnesota and North Dakota. Protest filed with Interstate Commerce Commission October 27, 1925. Subject relating so closely to that in I. & S. No. 2507, cases heard at same time. On April 5, 1926 Commission issued opinion, advising respondents had filed tariff cancelling schedules under suspension, and case therefore discontinued.

I. & S. No. 2312, Proportional class rates between Upper Mississippi River Crossings and Western Trunk Line points. Application for suspension of tariffs filed with Interstate Commerce Commission December 30, 1924, by telegram, and more formal application filed January 5, 1925. Supplements suspended, and case heard at Des Moines February 26, 1925. In report of Commission, 96 I. C. C. 715, proposed cancellation found not justified.

I. & S. No. 2539, Grain and grain products from Iowa and South Dakota to Colorado and Utah. Protest and application for suspension filed with Interstate Commerce Commission October 19, 1925. Hearing held at Sioux City November 30, 1925. Decided by Commission on February 26, 1926, 109 I. C. C. 27; increased rates found not justified, suspended schedules ordered cancelled and proceeding discontinued.

I. & S. No. 2641, Combination rule on brick and related articles in Western Trunk Line territory. Hearing held April 22, 1926 at Des Moines. On July 24, 1926, Interstate Commerce Commission found the proposed cancellation was not justified. Suspended schedules ordered cancelled and proceeding discontinued.

I. C. C. No. 14494, Farley & Loetscher Mfg. Co., et al., v. The A., T. & S. F. Ry. Co., et al., Lumber rates from North Pacific Coast points, California points, etc. Petition filed with Interstate Commerce Commission on January 27, 1923. Hearing at Des Moines April 3, 1923. Decision rendered by Commission on February 4, 1926, 107 I. C. C. 198, finding rates unreasonable and unduly prejudicial. Reasonable and non-preju-

dicial rates prescribed for the future. Complainants asked six cents under the Chicago rate; Commission granted 4 cents under.

I. C. C. Nos. 15584, 15585, 16065 and 16066, Consolidated oil cases. Hearings held at Excelsior Springs, Mo., Fort Worth, Texas, and St. Louis, Mo. Commerce Counsel filed petition of intervention in these cases. There were many interests involved, covering a large territory in the west and southwest. Testimony of Iowa interests introduced at the St. Louis hearing. Decided by Interstate Commerce Commission, 112 I. C. C., 421. Reference must be made to the opinion. There have been petitions to postpone effective date of rates prescribed and to reopen case. At this date the decision of the Commission is not amended or changed.

I. C. C. No. 16769, Rates on newsprint paper. Keokuk Shippers Association v. The Belt Ry. Co. of Chicago. Hearing at Keokuk on July 2, 1925. Commission found, 113 I. C. C., 286, that rates were not unreasonable, but unduly prejudicial. Undue prejudice ordered removed, reparation denied.

I. C. C. No. 15029, Des Moines Board of Trade, et al., v. Des Moines & Central Iowa R. R. Co., et al. Proportional rates on grain, carload, from Des Moines to Texas points. Petition filed with Interstate Commerce Commission on June 30, 1923; hearing at Des Moines October 15, 16 and 17, 1923. The Commission in 102 I. C. C., 186, found rates unduly prejudicial to shippers at Des Moines and unduly preferential of shippers at Council Bluffs, Iowa, and Omaha, Neb. Undue prejudice ordered removed. On June 29, 1926, motion for further order and decision filed with Commission. Motion denied.

Ex Parte No. 87, Petition of the carriers for a 5% increase in rates in the Western District. Hearings were held in various places, and at each hearing testimony in I. C. C. No. 17000, the investigation under the joint resolution of Congress (Hoch-Smith) was also taken and the evidence therein, so far as applicable, was to be considered in Ex Parte No. 87. The two cases were heard concurrently at Chicago, beginning September 8th, 1926, and subsequent hearings held at St. Paul, Denver, Portland, San Francisco, Dallas, and Kansas City. Ex Parte No. 87 was fully argued and on July 14, 1926, 113 I. C. C., 3, the Commission filed opinion and decision, denying the increases asked by the carriers. Docket No. 17000 was continued for further hearings.

## Officers and Directors of Companies

For the year ended December 31, 1925.

### OF STEAM RAILWAY COMPANIES

#### THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

Directors: Ogden L. Mills, New York, N. Y.; S. T. Bledsoe, Chicago, Illinois; Warren E. Brown, Wichita, Kansas; Edward J. Berwind, New York, N. Y.; William C. Potter, New York, N. Y.; Andrew C. Jobs, Merriam, Kansas; Joseph E. Otis, Chicago, Illinois; William B. Storey, Chicago, Illinois; Myron C. Taylor, New York, N. Y.; Arthur T. Hadley, New Haven, Conn.; Charles Steele, New York, N. Y.; Henry S. Pritchett, New York, N. Y.; Howel Jones, Topeka, Kansas; Myer Hurley, New York, N. Y.

General Officers: President, W. B. Storey, Chicago, Illinois; Vice President, E. J. Engel, Chicago, Illinois; Vice President, Edward Chambers, Chicago, Illinois; Vice President, A. G. Wells, Chicago, Illinois; Vice President, W. E. Hodges, Los Angeles, California; Secretary and Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, Chicago, Illinois; General Solicitor, Gardiner Lathrop, Chicago, Illinois; Comptroller, L. C. Deming, New York, N. Y.; General Auditor, J. E. Baxter, Chicago, Illinois; General Mgr., F. C. Fox, Topeka, Kansas; General Mgr., F. A. Lehman, Amarillo, Texas; General Manager, W. K. Etter, Los Angeles, California; Chief Engineer, C. F. W. Felt, Chicago, Illinois.

#### ATLANTIC NORTHERN RAILWAY COMPANY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; S. C. Pederson, Elk Horn, Iowa; L. H. Lauritzen, Kimballton, Iowa; Niels A. Hansen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christensen, Elk Horn, Iowa.

General Officers: President, John Liestad, Elk Horn, Iowa; Vice President, S. C. Pederson, Elk Horn, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

#### CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

Directors: Steven Birch, New York, N. Y.; Edward P. Bracken, Chicago, Ill.; Wm. W. Baldwin, Chicago, Ill.; Ralph Budd, St. Paul, Minn.; Claude G. Burnham, Chicago, Ill.; Charles Donnelly, St. Paul, Minn.; Walker D. Hines, New York, N. Y.; Howard Elliott, New York, N. Y.; Charles O. Jenks, St. Paul, Minn.; Hale Holden, Chicago, Ill.; Arthur Curtis James, New York, N. Y.; Charles E. Perkins, Burlington, Iowa; Frederick H. Rawson, Chicago, Ill.; Bruce Scott, Chicago, Ill.; Conrad E. Spens, Chicago, Ill.; Charles I. Sturgis, Chicago, Ill.; Edward M. Shelton, Chicago, Ill.

General Officers: President, Hale Holden, Chicago, Ill.; Executive Vice President, Claude G. Burnham, Chicago, Ill.; Executive Vice President, Thomas J. Thomas, Chicago, Ill.; Vice President, William



W. Baldwin, Chicago, Ill.; Vice President, Edward P. Bracken, Chicago, Ill.; Vice President, Conrad E. Spens, Chicago, Ill.; Vice President, Secretary and Treasurer, Charles I. Sturgis, Chicago, Ill.; General Counsel, Bruce Scott, Chicago, Ill.; General Solicitors, Kenneth F. Burgess and James Charles James, Chicago, Ill.; Assistant to General Counsel, Edward M. Shelton, Chicago, Ill.; Comptroller, Herbert W. Johnson, Chicago, Ill.; General Auditor, Harry D. Foster, Chicago, Ill.; General Manager, Wm. F. Thiehoff, Chicago, Ill.; General Manager, Edward Flynn, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago, Ill.

#### CHICAGO GREAT WESTERN RAILROAD COMPANY

Directors: E. C. Finkbine, Des Moines, Iowa; H. M. Dawes, Columbus, Ohio; Milton Tootle, Jr., St. Joseph, Mo.; C. T. Jaffray, Minneapolis, Minn.; N. L. Howard, Chicago, Ill.; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago, Ill.; B. E. Sunny, Chicago, Ill.; Geo. H. Prince, St. Paul, Minn.; S. M. Felton, Chairman, Chicago, Ill.; Charles Steele, New York, N. Y.; E. N. Hurley, Chicago, Ill.; J. E. Davidson, Omaha, Neb.

General Officers: President, N. L. Howard, Chicago, Ill.; Vice President and Secretary, W. G. Lerch, Chicago, Ill.; Treasurer, C. A. Cook, Chicago, Ill.; General Counsel, Ralph M. Shaw, Chicago, Ill.; General Solicitor, W. H. Jacobs, Chicago, Ill.; Comptroller, Con. F. Krebs, Chicago, Ill.; General Manager, C. L. Hinkle, Chicago, Ill.; Chief Engineer, C. G. Delo, Chicago, Ill.; Assistant to President, W. W. Sullivan, Chicago, Ill.

#### MASON CITY AND FT. DODGE RAILROAD COMPANY

Directors: S. M. Felton, Chicago, Ill.; J. E. Davidson, Omaha, Neb.; A. L. Reed, Omaha, Neb.; Geo. A. Hormel, Austin, Minn.; C. H. McNider, Mason City, Iowa; W. H. McCord, Omaha, Neb.

General Officers: President, S. M. Felton, Chicago, Ill.; Secretary, W. G. Lerch, Chicago, Ill.; Auditor, Con. F. Krebs, Chicago, Ill.; Treasurer, C. A. Cook, Chicago, Ill.

#### CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

Directors: M. N. Buckner, New York, N. Y.; Donald G. Geddes, New York, N. Y.; John McHugh, N. Y.; J. Ogden Armour, Chicago, Ill.; Franklin M. Crosby, Minneapolis, Minn.; Samuel McRoberts, New York, N. Y.; C. H. McNider, Mason City, Iowa; H. E. Byram, Chicago, Ill.; W. E. S. Griswold, New York, N. Y.; Edward S. Harkness, New York, N. Y.; G. G. Mason, New York, N. Y.; A. L. Gates, New York, N. Y.

General Officers: Receivers, H. E. Byram, Mark W. Potter, Edward J. Brundage, Chicago, Ill.; Chief Traffic Officer, R. M. Calkins, Chicago, Ill.; Chief Operating Officer, J. T. Gillick, Chicago, Ill.; Western Representative, H. B. Earling, Seattle, Wash.; Chief Finance and Accounting Officer, W. W. K. Sparrow, Chicago, Ill.; Chief Purchasing Officer, D. C. Curtis, Chicago, Ill.; New York Finance Representative, R. J. Marony, New York, N. Y.; Assts. to Receiver, Lee W. Spratlan, F. H. Johnson, Chicago, Ill.; Secretary, T. W. Burtess, Milwaukee,

Wis.; Treasurer, A. G. Loomis, Chicago, Ill.; General Counsel, H. H. Field, Chicago, Ill.; General Solicitor, O. W. Dynes, Chicago, Ill.; Comptroller, Walter V. Wilson, Chicago, Ill.; General Managers, O. N. Harstad, Chicago, and C. O. Gradshaw, Seattle, Wash.; Chief Engineer, C. F. Loweth, Chicago, Ill.

#### CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Directors: Frederick W. Vanderbilt, New York, N. Y.; Harold S. Vanderbilt, New York, N. Y.; Cyrus H. McCormick, Chicago, Ill.; Chauncey Keep, Chicago, Ill.; Ray N. Van Doren, Chicago, Ill.; Walter W. Head, Omaha, Neb.; Chauncey M. Depew, New York, N. Y.; Gordon Abbott, Boston, Mass.; Marshall Field, New York, N. Y.; Samuel A. Lynde, New York, N. Y.; Marvin Hughitt, Chicago, Ill.; William K. Vanderbilt, New York, N. Y.; Henry C. McEldowney, Pittsburgh, Pa.; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago, Ill.; Fred W. Sargent, Chicago, Ill.

General Officers: Chairman of Finance, Marvin Hughitt, Chicago, Ill.; President, Fred W. Sargent, Chicago, Ill.; Vice President, Samuel A. Lynde, New York, N. Y.; Vice President in charge of Operations, Frank Walters, Chicago, Ill.; Vice President in charge of Traffic, Alex C. Johnson, Chicago, Ill.; Vice President and General Counsel, Ray N. Van Doren, Chicago, Ill.; Vice President in charge of Personnel, William Walliser, Chicago, Ill.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer, Arthur S. Pierce, New York, N. Y.; General Solicitor Samuel H. Cady, Chicago, Ill.; Comptroller, Lewis A. Robinson, Chicago, Ill.; General Auditor, Charles D. Brandriff, Chicago, Ill.; General Manager, Geo. B. Villas, Chicago, Ill.; Chief Engineer, Walter J. Towne, Chicago, Ill.; General Superintendents, Bert E. Terpning, Harry E. Dickinson, and Harry T. Bentley.

#### CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.

Directors: Chauncey M. DePew, New York, N. Y.; Marvin Hughitt, Chicago, Ill.; Harold S. Vanderbilt, New York, N. Y.; Edson S. Woodworth, Minneapolis, Minn.; Fred W. Sargent, Chicago, Ill.; Oliver Ames, Boston, Mass.; Albert A. Sprague, Chicago, Ill.; Marvin Hughitt, Jr., Chicago, Ill.; Gordon Abbott, Boston, Mass.; Frederick W. Vanderbilt, New York, N. Y.; William K. Vanderbilt, New York, N. Y.; Chauncey Keep, Chicago, Ill.; Samuel A. Lynde, New York, N. Y.

General Officers: President, Fred W. Sargent, Chicago, Ill.; Vice President and Assistant Secretary, Samuel A. Lynde, New York, N. Y.; Vice President, Alex C. Johnson, Chicago, Ill.; Vice President and General Counsel, Ray N. Van Doren, Chicago, Ill.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer and Assistant Secretary, Arthur S. Pierce, New York, N. Y.; General Solicitor, Richard L. Kennedy, St. Paul, Minn.; General Manager, Frank R. Pichin, St. Paul, Minn.; Superintendent Motive Power and Machinery, Eugene R. Gorman, St. Paul, Minn.; Master Car Builder, William H. Thorne, Hudson, Wis.; Comptroller, Charles Jensch, St. Paul, Minn.; Local Treasurer, Charles P. Nash, St. Paul, Minn.; General Freight Agent, Albion M. Fenton, St. Paul, Minn.; General Passenger Agent, George H. MacRae, St.

Paul, Minn.; Chief Engineer, Harry E. Barlow, St. Paul, Minn.; General Purchasing Agent, Frank J. Berk, Chicago, Ill.

#### CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY CO

Directors: N. L. Amater, Boston, Mass.; M. L. Bell, New York, N. Y.; A. J. Brosseau, New York, N. Y.; Henry Bruere, New York, N. Y.; Alfred A. Cook, New York, N. Y.; G. Watson French, Davenport, Iowa; J. E. Gorman, Chicago, Ill.; Charles Hayden, New York, N. Y.; Carl Nyquist, Chicago, Ill.; A. C. Rearick, New York, N. Y.; Wm. Z. Ripley, Newton Centre, Mass.; F. W. Scott, Richmond, Virginia; P. G. Ten Eyck, Albany, N. Y.

General Officers: President, J. E. Gorman, Chicago, Ill.; Executive Vice President, F. H. Hammill, Chicago, Ill.; Vice President and General Counsel, M. L. Bell, New York, N. Y.; General Solicitor, W. F. Dickinson, Chicago, Ill.; Assistant General Counsel, W. F. Peter, Chicago, Ill.; Vice President, Secretary and Treasurer, Carl Nyquist, Chicago, Ill.; Vice President and General Auditor, W. H. Burns, Chicago, Ill.; Vice President and Purchasing Agent, F. D. Reed, Chicago, Ill.; Vice President-Operations, L. C. Fritch, Chicago, Ill.; General Manager, D. Coughlin, Des Moines, Iowa; General Manager, A. B. Warner, El Reno, Okla.; Chief Engineer, C. A. Morse, Chicago, Ill.

#### ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD

Directors: J. E. Gorman, Chicago, Ill.; M. L. Bell, New York, N. Y.; L. C. Fritch, Chicago, Ill.; Carl Nyquist, Chicago, Ill.; F. H. Hammill, Chicago, Ill.

General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President, M. L. Bell, New York, N. Y.; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago, Ill.; Secretary and Assistant Treasurer, Wm. La Venture, Davenport, Iowa; Assistant Secretary and Assistant Treasurer, W. Vanderpool, Chicago, Ill.; General Auditor, W. H. Burns, Chicago, Ill.

#### COLFAX NORTHERN RAILWAY COMPANY

Directors: Thos. W. Griggs, Davenport, Iowa; Marion B. Seevers, Des Moines, Iowa; Robert Ryan, Des Moines, Iowa; J. B. Ryan, Colfax, Iowa; F. G. Ryan, Des Moines, Iowa; W. L. Ryan, Des Moines, Iowa.

General Officers: President, Thos. W. Griggs, Davenport, Iowa; Vice President, Marion B. Seevers, Des Moines, Iowa; Secretary, W. Blakely, Colfax, Iowa; Treasurer, Marion B. Seevers, Des Moines, Iowa; General Manager, W. Blakely, Colfax, Iowa.

#### THOMAS W. GRIGGS RAILROAD PROPERTY

(Ownership Individual)

#### COLFAX CONSOLIDATED COAL COMPANY

Directors: Not organized.

General Officers: President, Marion B. Seevers, Des Moines, Iowa; Vice President, Robert Ryan, Des Moines, Iowa; Secretary, J. B. Ryan, Colfax, Iowa; Treasurer, J. B. Ryan, Colfax, Iowa.

#### DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY

Directors: C. H. Buford, Chicago, Ill.; J. T. Gillick, Chicago, Ill.; O. N. Harstad, Chicago, Ill.; Hale Holdeh, Chicago, Ill.; C. G. Burnham, Chicago, Ill.; E. P. Bracken, Chicago, Ill.; J. R. Lane, Davenport, Iowa.

General Officers: President, E. P. Bracken, Chicago, Ill.; Vice President, J. T. Gillick, Chicago, Ill.; Secretary and Treasurer, P. L. Hinrichs, Davenport, Iowa; Assistant Secretary, A. T. Williams, Chicago, Ill.; Auditor and Assistant Treasurer, J. P. Harrison, Davenport, Iowa; General Manager, C. B. Rodgers, Davenport, Iowa.

#### GREAT NORTHERN RAILWAY COMPANY

Directors: Ralph Budd, St. Paul, Minn.; F. L. Paetzold, St. Paul, Minn.; E. T. Nichols, New York, N. Y.; W. P. Kenney, St. Paul, Minn.; E. E. Loomis, New York, N. Y.; A. C. Loring, Minneapolis, Minn.; A. L. Ordean, Duluth, Minn.; L. W. Hill, St. Paul, Minn.; Jos. Chapman, Minneapolis, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; Arthur Curtis James, New York, N. Y.; one vacancy.

General Officers: Chairman of Board, L. W. Hill, St. Paul, Minn.; President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, St. Paul, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York, N. Y.; Vice President, M. L. Countryman, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary, F. L. Paetzold, St. Paul, Minn.; Treasurer, F. L. Paetzold, St. Paul, Minn.; General Counsel, M. L. Countryman, St. Paul, Minn.; General Solicitor, F. G. Dorety, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, V. R. Turnburke, St. Paul, Minn.; General Manager, Frank Bell, Lines East, St. Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, J. R. W. Davis, St. Paul, Minn.; Consulting Engineer, A. H. Hogeland, St. Paul, Minn.

#### ILLINOIS CENTRAL RAILROAD COMPANY

Directors: Len Small, Springfield, Ill.; Stanley Field, Chicago, Ill.; David R. Burbank, New York, N. Y.; Robert Walton Golet, Newport, R. I.; Charles A. Peabody, New York, N. Y.; John G. Shedd, Chicago, Ill.; William Averill Harriman, New York, N. Y.; John W. Auchincloss, New York, N. Y.; Robert S. Lovett, New York, N. Y.; Vincent Astor, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; Henry W. DeForest, New York, N. Y.; Charles H. Markham, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Senior Vice President, A. E. Chitt, Chicago, Ill.; Vice President, J. L. Baven, Chicago, Ill.; Vice President, J. J. Pelley, Chicago, Ill.; Vice President, F. B. Bowers, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Secretary, D. R. Burbank, New York, N. Y.; Treasurer, R. E. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; General Auditor, L. A. Harkness, Chicago, Ill.;



General Manager, G. E. Patterson, Chicago, Ill.; Chief Engineer, A. F. Bloess, Chicago, Ill.

#### DUBUQUE AND SIOUX CITY RAILROAD COMPANY

Directors: John W. Auchincloss, New York, N. Y.; D. R. Burbank, New York, N. Y.; Henry DeForest, New York, N. Y.; R. W. Goelet, New York, N. Y.; W. A. Harriman, New York, N. Y.; C. E. Kuck, New York, N. Y.; R. E. Connolly, New York, N. Y.; Chas. A. Peabody, New York, N. Y.; H. M. Riseley, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; Blewett Lee, New York, N. Y.; C. H. Markham, Chicago, Ill.; John L. Adams, Dubuque, Iowa; A. E. Clift, Chicago, Ill.; J. L. Beven, Chicago, Ill.

General Officers: President, C. H. Markham; Senior Vice President, A. E. Clift, Chicago, Ill.; Vice President, J. J. Pelley, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Secretary, F. E. Couch, Dubuque, Iowa; Treasurer, R. E. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; General Auditor, L. A. Harkness, Chicago, Ill.

#### MANCHESTER AND ONEIDA RAILWAY COMPANY

Directors: Charles J. Seeds, Manchester, Iowa; E. H. Hoyt, Des Moines, Iowa; G. W. Dunham, Manchester, Iowa; W. H. Hutchinson, Manchester, Iowa; L. Mathews, Manchester, Iowa; F. B. Blair, Manchester, Iowa; Hubert Carr, Manchester, Iowa; Jos. Hutchinson, Manchester, Iowa; William Hockaday, Manchester, Iowa; A. R. LeRoy, Manchester, Iowa; A. D. Long, Manchester, Iowa; Charles McCormick, Manchester, Iowa; R. L. Terrill, Manchester, Iowa; J. S. Jones, Manchester, Iowa; E. M. Carr, Manchester, Iowa.

General Officers: President, Jos. Hutchinson, Manchester, Iowa; Vice President, E. H. Hoyt, Des Moines, Iowa; Secretary, L. A. Mathews, Manchester, Iowa; Treasurer, A. D. Long, Manchester, Iowa; Auditor, Chas. J. Seeds, Manchester, Iowa; Attorney or General Counsel, Geo. W. Dunham, Manchester, Iowa; Traffic Manager, C. J. Boardway, Manchester, Iowa; General Superintendent, J. S. Jones, Manchester, Iowa; General Freight Agent, W. H. Hutchinson, Manchester, Iowa; General Passenger Agent, Hubert Carr, Manchester, Iowa.

#### MINNEAPOLIS AND ST. LOUIS RAILROAD

Directors: W. H. Bremner, Minneapolis, Minn.; F. A. Chamberlain, Minneapolis, Minn.; F. E. Kenaston, Minneapolis, Minn.; E. E. Nash, Minneapolis, Minn.; S. B. November, Baltimore, Md.; P. V. Davis, New York, N. Y.; W. B. Davids, New York, N. Y.; W. L. McKenna, New York, N. Y.; W. P. Hawley, New York, N. Y.; W. S. Crandell, New York, N. Y.; C. K. Seymour, New York, N. Y.; F. M. Tompkins, New York, N. Y.

General Officers: Receiver, W. H. Bremner, Minneapolis, Minn.; Agent for Receiver, W. B. Davids, New York, N. Y.; Counsel for Receiver, M. M. Joyce, Minneapolis, Minn.; Comptroller, A. E. Smith,

Minneapolis, Minn.; Treasurer for Receiver, H. Johns, Minneapolis, Minn.; Traffic Manager, J. A. Lucey, Minneapolis, Minn.; Chief Operating Officer, E. E. Nash, Minneapolis, Minn.; Superintendent Motive Power and R. S. H. W. Johnson, Minneapolis, Minn.; Purchasing Agent, E. C. Hoffman, Minneapolis, Minn.; Chief Engineer, R. G. Kenley, Minneapolis, Minn.

#### TABOR AND NORTHERN RAILWAY COMPANY

Directors: C. O. Laird, Tabor, Iowa; W. W. Glynn, Tabor, Iowa; R. F. Weatherhead, Tabor, Iowa; A. S. Bloedel, Tabor, Iowa; E. V. Stopper, Tabor, Iowa.

General Officers: President, A. S. Bloedel, Tabor, Iowa; Vice President, R. Weatherhead, Tabor, Iowa; Secretary, C. O. Laird, Tabor, Iowa; Treasurer, Ira McCormick, Tabor, Iowa; Comptroller or Auditor, E. V. Stopper, Tabor, Iowa; General Manager, E. V. Stopper, Tabor, Iowa.

#### UNION PACIFIC RAILROAD COMPANY

Directors: Oliver Ames, Boston, Mass.; E. E. Calvin, Omaha, Neb.; Newcomb Carlton, New York, N. Y.; Robert W. Goelet, New York, N. Y.; Heber J. Grant, Salt Lake City, Utah; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York, N. Y.; W. A. Harriman, New York, N. Y.; Marvin Hughitt, Jr., Chicago, Ill.; R. S. Lovett, New York, N. Y.; Chas. A. Peabody, New York, N. Y.; C. B. Seger, New York, N. Y.; Charles A. Stone, Boston, Mass.; James H. Perkins, New York, N. Y.; Paul M. Warburg, New York, N. Y.

General Officers: President, Carl L. Gray, Omaha, Neb.; Vice President, H. M. Adams, Omaha, Neb.; Vice President, E. E. Calvin, Omaha, Neb.; Vice President, H. W. Clark, New York, N. Y.; Comptroller, F. W. Charske, New York, N. Y.; Secretary, Thos. Price, New York, N. Y.; Treasurer, E. G. Smith, New York, N. Y.; General Manager, W. M. Jeffers, Omaha, Neb.; Freight Traffic Manager, F. W. Robinson, Omaha, Neb.; Passenger Traffic Manager, W. S. Basinger, Omaha, Neb.; General Solicitor, N. H. Loomis, Omaha, Neb.; Valuation and Commerce Counsel, H. A. Scandrett, Omaha, Neb.; General Auditor, G. E. Bissonnet, Omaha, Neb.; Auditor, H. A. Toland, Omaha, Neb.; Chief Engineer, R. L. Huntley, Omaha, Neb.; Land Commissioner, J. A. Griffith, Omaha, Neb.

#### WABASH RAILWAY COMPANY

Directors: Wm. H. Williams, New York, N. Y.; Winslow S. Pierce, New York, N. Y.; Alvin W. Krech, New York, N. Y.; J. Horace Harding, New York, N. Y.; Geo. W. Davison, New York, N. Y.; Robert Goelet, Chester, N. Y.; Wm. A. Jamison, New York, N. Y.; J. C. Otteson, New York, N. Y.; J. Leonard Replogle, New York, N. Y.; John N. Willys, Toledo, Ohio; Henry Rogers Winthrop, New York, N. Y.; Clinton G. Edgar, Detroit, Mich.; J. E. Taussig, St. Louis, Mo.; T. E. Wilson, Chicago, Ill. (One vacancy.)

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, H. R. Winthrop, New York, N. Y.; Vice President, W. C.

Maxwell, St. Louis, Mo.; Vice President, Secretary and Treasurer, J. C. Otteson, New York, N. Y.; Vice President and General Solicitor, N. S. Brown, St. Louis, Mo.; Vice President and General Manager, S. E. Cotter, St. Louis, Mo.; General Auditor, G. E. Bramson; General Counsel, W. S. Pierce, New York, N. Y.; Vice President, J. W. Newell, St. Louis, Mo.; Chief Engineer, R. H. Howard, St. Louis, Mo.

#### OF RAILWAY TERMINAL COMPANIES DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; F. M. Hubbell, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, H. D. Thompson, Des Moines, Iowa; Secretary, J. W. Hubbell, Des Moines, Iowa; Treasurer, F. O. Thompson, Des Moines, Iowa; General Auditor, B. F. Flenniken, Des Moines, Iowa.

#### DES MOINES UNION RAILWAY COMPANY

Directors: J. E. Taussig, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Iowa; D. H. McKee, Des Moines, Iowa; J. T. Gillick, Chicago, Ill.; J. N. Hughes, Des Moines, Iowa; O. N. Harstad, Chicago, Ill.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, J. T. Gillick, Chicago, Ill.; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, C. H. Hueston, Des Moines, Iowa; General Attorney, J. N. Hughes, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa; Master Mechanic, R. H. Kautzky, Des Moines, Iowa.

#### DES MOINES WESTERN RAILWAY COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa; O. P. Thompson, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, O. P. Thompson, Des Moines, Iowa; Secretary-Treasurer, H. D. Thompson, Des Moines, Iowa; Assistant Secretary, J. W. Hubbell, Des Moines, Iowa; Assistant Treasurer, F. O. Thompson, Des Moines, Iowa; General Auditor, B. F. Flenniken, Des Moines, Iowa.

#### IOWA TRANSFER RAILWAY COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; D. Coughlin, Des Moines, Iowa; J. A. Wagner, Des Moines, Iowa; W. A. Card, Burlington, Iowa; J. G. Gamble, Des Moines, Iowa; C. L. Hinkle, Chicago, Ill.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, W. A. Card, Burlington, Iowa; General Manager, Secretary, and Treasurer, J. A. Wagner, Des Moines, Iowa; Attorney, J. G. Gamble, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa.

#### SIOUX CITY TERMINAL RAILWAY COMPANY

Directors: C. F. Morrison, Sioux City, Iowa; L. F. Swift, Chicago,

Ill.; William Milchrist, Sioux City, Iowa; G. F. Silknitter, Sioux City, Iowa; W. H. Benn, Sioux City, Iowa.

General Officers: President, G. F. Silknitter, Sioux City, Iowa; Vice President, William Milchrist, Sioux City, Iowa; Secretary, H. C. Anderson, Sioux City, Iowa; Treasurer, A. G. Sam, Sioux City, Iowa; General Superintendent, C. F. Morrison, Sioux City, Iowa.

#### OF RAILWAY BRIDGE COMPANIES

##### DUNLEITH AND DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, Chicago, Ill.; G. J. Bunting, Chicago, Ill.; W. S. Horton, Chicago, Ill.; B. A. Beck, Chicago, Ill.; A. E. Clift, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, J. J. Pelley, Chicago, Ill.; Vice President, A. E. Clift, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Treasurer, Otto F. Nan, Chicago, Ill.; Secretary, F. E. Couch, Dubuque, Iowa; Assistant Secretary, B. A. Beck, Chicago, Ill.; Assistant Secretary, D. R. Burbank, New York, N. Y.

##### KEOKUK AND HAMILTON BRIDGE COMPANY

Directors: Theodore Gilman, New York, N. Y.; Willard A. Mitchell, New York, N. Y.; Theodore F. Hicks, New York, N. Y.; Joseph J. Asch, South Norwalk, Conn.; Theodore Gilman, Jr., New York, N. Y.

General Officers: President, Theodore Gilman, New York, N. Y.; Vice President, Willard A. Mitchell, New York, N. Y.; Secretary and Treasurer, Theodore Gilman, Jr., New York, N. Y.

##### OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY

Directors: C. H. Markham, Chicago, Ill.; J. J. Pelley, Chicago, Ill.; G. J. Bunting, Chicago, Ill.; A. E. Clift, Chicago, Ill.; F. B. Bowes, Chicago, Ill.; W. S. Horton, Chicago, Ill.; Burt A. Beck, Chicago, Ill.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President, A. E. Clift, Chicago, Ill.; Vice President, G. J. Bunting, Chicago, Ill.; Secretary, John R. Webster, Omaha, Neb.; Treasurer, Otto F. Nan, Chicago, Ill.; Assistant Secretary, Burt A. Beck, Chicago, Ill.

##### SIOUX CITY BRIDGE COMPANY

Directors: Marvin Hughitt, Chicago, Ill.; Ray N. Van Doren, Chicago, Ill.; Marvin Hughitt, Jr., Chicago, Ill.; Fred W. Sargent, Chicago, Ill.; Charles Jensch, St. Paul, Minn.; William H. Dalton, Chicago, Ill.; John D. Caldwell, Chicago, Ill.

General Officers: President, Fred W. Sargent, Chicago, Ill.; Vice President, Charles Jensch, St. Paul, Minn.; Secretary, John D. Caldwell, Chicago, Ill.; Treasurer, Arthur B. Jones, Chicago, Ill.; Assistant Treasurer, Frederick Mates, Chicago, Ill.; General Counsel, Ray N. Van Doren, Chicago, Ill.; Comptroller, Lewis A. Robinson, Chicago, Ill.



### OF ELECTRIC INTERURBAN RAILWAY COMPANIES ALBIA LIGHT AND RAILWAY COMPANY

Directors: J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; Geo. M. Bechtel, Davenport, Iowa; H. R. Bechtel, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, J. Ross Lee, Davenport, Iowa; Vice President, E. F. Bulmahn, Centerville, Iowa; Secretary-Treasurer, H. R. Bechtel, Davenport, Iowa; General Auditor, Edward L. Shutt, Centerville, Iowa; General Superintendent, H. W. Deinager, Centerville, Iowa; General Manager, E. F. Bulmahn, Centerville, Iowa.

### CEDAR RAPIDS AND MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; William Chamberlain; Richard Schaddelee, Grand Rapids, Mich.; B. J. Denman, Davenport, Iowa; S. G. Armstrong, Cedar Rapids, Iowa; Beldin Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: President, Glenn M. Averill, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Grand Rapids, Mich.; Vice President, B. J. Denman, Davenport, Iowa; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Counsel, Barnes-Chamberlain and Hanzlik, Cedar Rapids, Iowa; Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager, E. C. Allen, Cedar Rapids, Iowa; Master Mechanic, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, Robert Leith, Cedar Rapids, Iowa.

### CHARLES CITY WESTERN RAILWAY COMPANY

Directors: E. M. Sherman, Charles City, Iowa; M. Frudden, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; A. O. Ruste, Charles City, Iowa; A. F. Burnham, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; M. W. Ellis, Charles City, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, C. D. Ellis, Charles City, Iowa; Secretary, W. H. Fairbanks, Charles City, Iowa; Treasurer, M. W. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

### CLINTON, DAVENPORT AND MUSCATINE RAILWAY CO.

Directors: B. J. Denman, Davenport, Iowa; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; R. B. MacDonald, Moline, Ill.; R. J. Smith, Davenport, Iowa.

General Officers: President, B. J. Denman, Davenport, Iowa; Vice President, J. G. Huntoon, Davenport, Iowa; Vice President, R. B. MacDonald, Moline, Ill.; Secretary, H. E. Littig, Davenport, Iowa; Treasurer, H. E. Weeks, Davenport, Iowa; General Manager, R. J. Smith, Davenport, Iowa.

### COLFAX SPRINGS RAILWAY COMPANY

Directors: James P. Donahue, Davenport, Iowa; E. S. H. Donahue, Davenport, Iowa; Dick R. Lane, Davenport, Iowa.

General Officers: President, James P. Donahue, Davenport, Iowa;

Vice President, E. S. H. Donahue, Davenport, Iowa; Secretary, E. S. H. Donahue, Davenport, Iowa; Treasurer, James P. Donahue, Davenport, Iowa.

### DES MOINES ELECTRIC LIGHT COMPANY

Directors: Clement Studebaker, Jr., W. A. Baeur, Scott Brown, P. C. Dings, John W. Esmond, H. L. Hanley, Chicago, Ill.; M. G. Linn, Des Moines, Iowa.

Officers: President, Clement Studebaker, Jr., Chicago, Ill.; Vice President, W. A. Baehr, Chicago, Ill.; Vice President, H. L. Hanley, Chicago, Ill.; Vice President, M. G. Linn, Des Moines, Iowa; Vice President and Secretary, Scott Brown, Chicago, Ill.; Treasurer, P. C. Dings, Chicago, Ill.; Asst. Secretary, J. J. Seerley, Chicago, Ill.; Asst. Treasurer, A. J. Berta, Chicago, Ill.; Asst. Secretary and Asst. Treasurer, P. L. Smith, Chicago, Ill.

### DES MOINES AND CENTRAL IOWA RAILROAD

Directors: A. W. Harris, Chicago, Ill.; M. H. MacLean, Chicago, Ill.; F. C. Chambers, Des Moines, Iowa; H. A. Benjamin, Des Moines, Iowa; O. H. Bernd, Des Moines, Iowa; Homer A. Miller, Des Moines, Iowa; E. B. Bieghler, Des Moines, Iowa.

General Officers: President, F. C. Chambers, Des Moines, Iowa; Vice President, H. A. Benjamin, Des Moines, Iowa; Vice President, M. H. MacLean, Chicago, Ill.; Treasurer and Auditor, E. B. Bieghler, Des Moines, Iowa; Secretary and General Agent, O. H. Bernd, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent of Transportation, C. T. Baker; Attorney, C. R. Bennett, Des Moines, Iowa.

### IOWA RAILWAY AND LIGHT COMPANY

Directors: Wm. G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; C. S. Woodward, Cedar Rapids, Iowa; Eugene M. Pinney, Cedar Rapids, Iowa; M. W. Houser, Cedar Rapids, Iowa; Lumir Severa, Cedar Rapids, Iowa; R. S. Cook, Cedar Rapids, Iowa; Robert I. Safely, Cedar Rapids, Iowa; W. J. Morrison, Cedar Rapids, Iowa; William Thaw, Pittsburgh, Pa.; Sutherland Dows, Cedar Rapids, Iowa; John Hamilton, Cedar Rapids, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, John A. Reed, Cedar Rapids, Iowa; Secretary, C. S. Woodward, Cedar Rapids, Iowa; Treasurer, Isaac B. Smith, Cedar Rapids, Iowa; Assistant Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Counsel, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager and Assistant Secretary, Sutherland Dows, Cedar Rapids, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

### IOWA RAILWAY AND LIGHT CORPORATION

Directors: William G. Dows, Isaac B. Smith, John A. Reed, C. S. Woodward, Eugene M. Pinney, M. W. Houser, Lumir Severa, R. S.

Cook, Robert I. Safely, Dr. W. J. Morrison, Sutherland Dows, Dr. John Hamilton, of Cedar Rapids, Iowa; and William Thaw, Pittsburgh, Pa.

General Officers: President, William G. Dows; Vice President, Treasurer, Isaac B. Smith; Vice President and General Attorney, John A. Reed; Secretary and Asst. Treasurer, C. S. Woodward; Asst. Treasurer and Asst. Secretary, Sutherland Dows, all of Cedar Rapids, Iowa.

#### IOWA SOUTHERN UTILITIES COMPANY OF DELAWARE

Directors: Geo. M. Bechtel, Davenport, Iowa; J. Ross Lee, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; H. R. Bechtel, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, Geo. M. Bechtel, Davenport, Iowa; Vice President, J. Ross Lee, Davenport, Iowa; Vice President, Frank S. Payne, Centerville, Iowa; Vice President, E. F. Bulmahn, Centerville, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer and General Manager, E. F. Bulmahn, Centerville, Iowa; General Counsel, Frank S. Payne, Centerville, Iowa; General Auditor, Edward L. Shotts, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa; Traffic Manager, H. O. Kelly.

#### MASON CITY AND CLEAR LAKE RAILROAD CO.

Directors: W. E. Brice, Mason City, Iowa; C. H. McNider, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Grand Rapids, Mich.; R. Schaddelee, Grand Rapids, Mich.; F. K. George, Grand Rapids, Mich.; F. F. Kelley, Grand Rapids, Mich.; F. J. Weber, Grand Rapids, Mich.; F. T. Hulsitt, Grand Rapids, Mich.

General Officers: President, R. Schaddelee, Grand Rapids, Mich.; Vice President, W. E. Brice, Mason City, Iowa; Vice President, C. H. McNider, Mason City, Iowa; Secretary and General Manager, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Mich.; General Auditor, F. E. Wells, Mason City, Iowa; Superintendent, J. H. Seiseger, Mason City, Iowa.

#### OSKALOOSA AND BUXTON ELECTRIC RAILWAY COMPANY

Directors: Clement Studebaker, Jr., Chicago, Ill.; Geo. M. Mattis, Champaign, Ill.; M. G. Linn, Des Moines, Iowa; H. L. Hanley, Chicago, Ill.; Scott Brown, Chicago, Ill.

General Officers: President, Clement Studebaker, Jr., Chicago, Ill.; Vice President, H. L. Hanley, Chicago, Ill.; Vice President, M. G. Linn, Des Moines, Iowa; Secretary, Scott Brown, Chicago, Ill.; Asst. Secretary, J. J. Seerley, Chicago, Ill.; Treasurer, G. M. Mattis, Champaign, Ill.; Asst. Treasurer, P. L. Smith, Chicago, Ill.; Asst. Treasurer, A. J. Berta, Chicago, Ill.; Comptroller, B. E. Bramble, Chicago, Ill.; Auditor, F. J. Larsh, Des Moines, Iowa.

#### TAMA AND TOLEDO RAILROAD COMPANY

Directors: William G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; Sutherland Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Myers, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

#### WATERLOO, CEDAR FALLS AND NORTHERN RY.

Directors: C. M. Cheney, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; J. B. Knowles, Waterloo, Iowa; R. E. Wilsey, Chicago, Ill.; G. E. Hise, Des Moines, Iowa; E. V. Kane, Philadelphia, Pa.

General Officers: President and General Manager, C. M. Cheney, Waterloo, Iowa; Vice President, C. D. Cass, Waterloo, Iowa; Vice President, R. E. Wilsey, Chicago, Ill.; Secretary-Treasurer and Auditor, J. B. Knowles, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa; Superintendent, M. A. Welsh, Waterloo, Iowa; Purchasing Agent, F. McDonald.

#### AMERICAN RAILWAY EXPRESS COMPANY

Directors: J. S. Alexander, W. M. Barrett, Newcomb Carlton, R. E. M. Cowie, H. W. DeForest, J. H. Harding, Chairman, W. A. Harriman, Charles Hayden, J. G. Milburn, C. A. Peabody, Mortimer L. Schiff, Frederick H. Ecker, A. H. Wiggins, all of New York, N. Y.

General Officers: President, R. E. M. Cowie, New York, N. Y.; Vice Presidents in Charge of Operations, C. W. Roble, New York, N. Y., E. A. Stedman, Chicago, Ill., C. D. Summy, St. Louis, Mo., W. G. Smith, Atlanta, Georgia, and A. Christeson, San Francisco, Cal.; Vice President in Charge of Traffic, F. S. Holbrook, New York, N. Y.; Vice President in Charge of Accounts, Chas. A. Lutz, New York, N. Y.; Secretary, E. R. Merry, Jr., New York, N. Y.; Vice President and Treasurer, J. W. Newlean, New York, N. Y.; General Counsel, H. S. Marx, New York, N. Y.; General Auditor, S. M. Baker, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago, Ill.; General Auditor, J. F. Brizzle, Philadelphia, Pa.; General Auditor, H. D. Freeman, New York, N. Y.



## STATISTICS

## OF

## Steam Railway Companies

For the Year Ended December 31, 1925

## STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lesser companies, with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & North Western Railway Company through the ownership of 50.04 per cent of the stock.

TABLE 1—CAPITAL STOCK  
PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year		Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A. T. & S. F. Ry.	\$ 250,000.00	\$124,190,500.00	\$22,065,000.00	\$124,190,500.00	\$ 35,900.00	\$ 26,700.00	\$ 232,400,500.00	\$124,172,800.00
2	Atlantic Northern Ry.	150,000.00	—	111,222.00	—	—	—	111,222.00	—
3	C., E. & Q. R. R.	170,820,100.00	—	170,820,100.00	—	—	—	170,820,100.00	—
4	C. G. W. R. R.	46,000,000.00	50,000,000.00	45,216,013.00	46,979,802.00	—	—	45,216,013.00	46,979,802.00
5	Chicago & N. W. Ry.	225,735,000.00	136,275,000.00	137,431,300.00	136,275,000.00	—	—	137,431,300.00	136,275,000.00
6	Chicago & N. W. Ry.	145,132,500.00	22,255,000.00	145,132,500.00	22,255,000.00	—	—	145,132,500.00	22,255,000.00
7	C., St. P., M. & O. Ry.	18,556,000.00	11,250,000.00	18,556,000.00	11,250,000.00	—	—	18,556,000.00	11,250,000.00
8	C., St. P., M. & O. Ry.	75,000,000.00	67,000,000.00	75,000,000.00	67,000,000.00	—	—	75,000,000.00	67,000,000.00
9	C., St. P., M. & O. Ry.	30,000.00	—	30,000.00	—	—	—	30,000.00	—
10	C. & N. W. Ry.	100,000.00	—	100,000.00	—	—	—	100,000.00	—
11	C. & N. W. Ry.	—	—	—	—	—	—	—	—
12	C. & N. W. Ry.	—	—	—	—	—	—	—	—
13	Colfax Cons. Coal Co.	3,000,000.00	—	3,000,000.00	—	—	—	3,000,000.00	—
14	D., R. I. & N. W. Ry.	134,445,680.00	31,114,880.00	124,221,000.00	31,114,880.00	306.33	69,100.00	124,221,000.00	31,114,880.00
15	Great Northern Ry.	15,000,000.00	—	15,000,000.00	—	—	—	15,000,000.00	—
16	Illinois Central R. R.	100,000.00	—	100,000.00	—	—	—	100,000.00	—
17	Manitowish & Okeoka Ry.	25,000,000.00	—	25,000,000.00	—	—	—	25,000,000.00	—
18	M. & St. L. R. R.	25,000,000.00	—	25,000,000.00	—	—	—	25,000,000.00	—
19	M. & St. L. R. R.	25,000,000.00	—	25,000,000.00	—	—	—	25,000,000.00	—
20	Tabor & Northern Ry.	250,175,000.00	300,000,000.00	222,251,000.00	300,000,000.00	—	—	222,251,000.00	300,000,000.00
21	Union Pacific R. R.	70,225,050.00	72,131,500.00	66,667,775.00	71,800,100.00	250,000.00	—	66,667,775.00	71,800,100.00
22	Wabash Railway	—	—	—	—	—	—	—	—
	Total	\$1,224,747,000.00	\$60,446,130.00	\$1,375,490,158.883.00	\$60,446,130.00	\$1,202,057,238.104.800.00	\$ 5,900.00	\$1,388,169,237.778.883.084.978.00	\$60,446,130.00

\*Does not include \$3,512.22 capital stock scrip.

†Does not include \$ 66.69 capital stock scrip.

‡Includes \$1,000.00 receipts outstanding for installments paid.

§Includes \$ 40.00 receipts outstanding for installments paid.



TABLE 1—CAPITAL STOCK—Continued  
PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par value of amount nominally but not actually paid to close of year		Par value of total amount required for issue and held alive		Rate per cent of dividend declared during year		Par value of amount which dividend was declared on		Distribution of charge	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred	To Income	To Profit and Loss
1	A. T. & S. F. Ry.	\$ 53,500.00	\$ 26,700			7.	5.	\$ 232,409,500	\$ 124,172,800.00	\$ 22,477,306.00	
2	Atlantic Northern Ry.										
3	C. B. & Q. R. R.					10.		170,837,860		17,083,785.00	
4	C. G. W. R. R.	36,400.00	38,000		\$ 3,000						
5	Mason City & F. D. R. R.		343,000	\$ 5,300.00	86,100						
6	C. M. & St. P. Ry.					4.	5.	145,152,800	28,305,000.00	7,373,750.00	
7	Chicago & N. W. Ry.							11,220,300.00		502,005.00	
8	C. St. P. M. & O. Ry.	122,800.00		517,477.50		7.	6.	29,422,100	25,127,300.00	3,567,185.00	
9	C. R. I. & P. Ry.										
10	St. P. & K. C. S. L. R. R.										
11	Colfax Northern Ry.										
12	T. W. Griggs R. R. Prop.										
13	Colfax Cons. Coal Co.										
14	D. R. I. & N. W. Ry.		634,100		633,000		5.	240,472,900.00		*12,509,145.00	
15	Great Northern Ry.					7.	6.	122,685,150	24,772,200.00		\$ 10,074,278
16	Illinois Central R. R.			208.33							
17	Dubuque & S. C. R. R.										
18	Manchester & Oneida Ry.										
19	M. & St. L. R. R.	605,061.40									
20	Tabor & Northern Ry.					10.	4.	222,291,600	99,543,500.00	26,210,900.00	
21	Union Pacific R. R.			115,661.00	256,607	3.75		68,942,968.67		2,585,361.25	
22	Wabash Railway										
	Total	\$ 817,704.40	\$1,041,800	\$ 638,616.83	\$ 978,707			\$ 922,798,700	\$ 625,685,900.67	\$ 92,230,396.25	\$ 10,074,278

\*Excludes credit of \$104,500.00 excess dividends paid Great Northern Employees' Investment Co.

\*Less dividend on non-dividend bearing scrip. Common \$14.50.

TABLE 1—CAPITAL STOCK—Continued  
PART 3—PURPOSE OF THE ISSUE AND CONSIDERATION RECEIVED FOR STOCKS ISSUED DURING YEAR

Number	Railway Companies	Stocks Issued During Year							
		Par value		Cash received as consideration for issue		Cash value of other property acquired or received as consideration for issue		Net total dis- counts or pre- miums	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	A. T. & S. F. Ry.								
2	Atlantic Northern Ry.								
3	C. B. & Q. R. R.								
4	C. G. W. R. R.		\$ 31,300				\$ 31,300		
5	Mason City & F. D. R. R.								
6	C. M. & St. P. Ry.								
7	Chicago & N. W. Ry.								
8	C. St. P. M. & O. Ry.								
9	C. R. I. & P. Ry.								
10	St. P. & K. C. S. L. R. R.								
11	Colfax Northern Ry.								
12	T. W. Griggs R. R. Prop.								
13	Colfax Cons. Coal Co.								
14	D. R. I. & N. W. Ry.		72,400		\$ 72,400.00				
15	Great Northern Ry.								
16	Illinois Central R. R.	\$ 4,004,000	11,938,400	\$ 411,109.10	11,635,342.00	\$ 3,739,700	3,390	\$ 36,309.10	\$ 232.00
17	Dubuque & S. C. R. R.								
18	Manchester & Oneida Ry.								
19	M. & St. L. R. R.								
20	Tabor & Northern Ry.								
21	Union Pacific R. R.	1,373,050	1,373,050			1,373,050	1,373,050		
22	Wabash Railway								
	Total	\$ 5,407,000	\$ 13,415,150	\$ 411,109.10	\$12,007,742.00	\$ 5,109,750	\$ 1,407,650	\$ 36,309.10	\$ 232.00

\*Premiums.

TABLE 2—UNMATURED FUNDED DEBT  
PART 1—MORTGAGE BONDS

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value received after actual issue and held at close of year
			at close of year	In Treasury					
1	A. T. & S. F. Ry.	\$ 227,327,000	\$ 218,000,000	\$ 1,042,000.00	\$ 218,000,000	\$ 8,322,838.26	\$ 8,549,541.71	\$ 1,028,000.00	\$ 14,509.50
2	Atlantic Northern Ry.	229,500,000	218,000,000	11,500,000.00	218,000,000	8,449,881.75	8,457,127.50	9,873,000	1,420,000.00
3	C. & O. Ry.	75,000,000	75,000,000	12,329,000.00	75,000,000	3,440,980.00	3,447,776.50	29,018,000	232,500.00
4	C. & N. W. Ry.	12,000,000	12,000,000	49,388,500.00	112,759,700	13,322,431.00	7,483,531.25	190,217,200	1,080,700.00
5	C. & M. & St. P. Ry.	475,175,000	408,327,000.00	7,435,000.00	68,592,000	7,384,592.81	7,341,782.64	74,570,000	485,000.00
6	C. & N. W. Ry.	244,250,000	244,250,000	68,592,000		7,384,592.81	7,341,782.64		
7	C. & St. P. M. & O.	50,451,000	30,158,000.00			7,384,592.81	7,341,782.64		
8	C. & St. P. & P. Ry.	308,159,000	230,652,000.00	67,500,000		7,384,592.81	7,341,782.64		
9	C. & St. P. & K. C. S.	30,000,000	16,009,215.00			7,384,592.81	7,341,782.64		
10	Colfax Northern Ry.								
11	T. W. Griggs R. R.								
12	Colfax Northern Ry.								
13	Colfax Northern Ry.								
14	D. & R. I. & N. W. Ry.	965,548,280	275,000,000.00	53,115,204		10,701,202.45	16,714,088.30	72,800,000	3,200,000.00
15	Great Northern Ry.	224,800,000	215,570,250.00	181,000.00	32,966,030	7,281,550.80	7,279,000.10	34,135,000	21,000.00
16	D. & C. R. R.	3,300,000	3,300,000			3,300,000	3,300,000		
17	D. & C. R. R.	3,300,000	3,300,000			3,300,000	3,300,000		
18	D. & C. R. R.	3,300,000	3,300,000			3,300,000	3,300,000		
19	M. & St. L. R. R.	166,822,000	46,320,004.91	318,044.12	1,002,000	1,862,230.00	89,722.50	4,080,000	44.12
20	Tabor & N. Ry.	303,000,000	199,900,000.00	11,008,000.00		7,023,670.33	7,023,152.24	14,008,000	30,000.00
21	Union Pacific R. R.	82,700,000	74,805,000.00	109,750.00		7,023,670.33	7,023,152.24	139,750	
22	Wabash Railway								
Total.....		\$8,419,423,900	\$ 2,412,303,948.91	\$ 135,899,623.12	\$ 319,337,004.11	\$ 86,110,724.05	\$ 875,029,177.11	\$ 817,919,480.00	\$ 6,997,217.55

\*Excludes the following:

Chicago, River Division Bonds:  
The mortgage securing this issue limits the issuance of bonds to the extent of \$23,000,000 per mile of completed railway, and in addition thereto, a sum not exceeding \$600,000 for a bridge and approaches across the Missouri River at or near Chamberlain, South Dakota. Additional bonds may be issued when properly certified for rolling stock in excess of mortgage requirements per mile of completed railway.

General and Refunding Mortgage Bonds:  
Mortgage Bonds which at any time may be issued and outstanding under this indenture, is limited to an amount which together with the other funded debt of the railway company in respect of which, bonds to be issued under this indenture are or must be issued, shall not exceed three times the par value of the then outstanding capital stock of the railway company or of a subsidiary company thereof.

\*Excludes the following:

\*Excludes the following:

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 2—COLLATERAL TRUST BONDS

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year		Total par value actually issued and nominally outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value received after actual issue and held at close of year
			at close of year	In Treasury					
1	Atholton, Topeka & Santa Fe Ry.								
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.								
4	Chicago, Great & Northern Ry.								
5	Chicago, Milwaukee & St. Paul Ry.								
6	Chicago & North Western Ry.								
7	Chicago, St. Paul, Minn. & O. Ry.								
8	Chicago, Rock Island & Pacific Ry.								
9	Colfax Northern Ry.								
10	Colfax Northern Ry.								
11	Colfax Northern Ry.								
12	Colfax Northern Ry.								
13	Colfax Northern Ry.								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Ry.								
16	Indianapolis & St. Louis Ry.								
17	Indianapolis & St. Louis Ry.								
18	Manchester & Onondaga Ry.								
19	Minneapolis & St. Louis R. R.								
20	Tabor & Northern Ry.								
21	Union Pacific R. R.								
22	Wabash Railway								
Total.....		\$ 147,467,373	\$ 31,911,373	\$ 122,000	\$ 241,786,373	\$ 131,082,325.15	\$ 124,384,022.15	\$ 71,000	\$ 51,000



TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 3—INCOME BONDS

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value re-acquired after actual issue and held alive at close of year
				In treasury	Pledged as collateral					
1	Atchison, Topeka & Santa Fe Ry.	\$ 51,728,000	\$ 51,728,000	\$ 382,000		\$ 51,346,000	\$2,053,840	\$2,002,630	\$ 382,000	
2	Atlantic Northern Ry.									
3	Chicago, Burlington & Quincy R. R.									
4	Chicago Great Western R. R.									
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.									
7	Chicago & North Western Ry.									
8	Chicago, St. Paul, Minn. & O. Ry.									
9	Chicago, Rock Island & Pacific Ry.									
10	St. Paul & K. C. Short Line R. R.									
11	Colfax Northern Ry.									
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal Co.									
14	Davenport, Rock Island & N. W. Ry.									
15	Great Northern Ry.									
16	Illinois Central R. R.	122,000	122,000		\$ 116,000	6,000				\$ 116,000
17	Dubuque & Sioux City R. R.									
18	Manchester & Onida Ry.									
19	Minneapolis & St. Louis R. R.									
20	Tabor & Northern Ry.									
21	Union Pacific R. R.	26,500,000	1,848,450		1,067,924	210,526	12,440	11,340		1,037,924
22	Wabash Railway									
	Total	\$ 78,350,000	\$ 53,098,450	\$ 382,000	\$ 1,133,924	\$ 51,562,526	\$2,066,280	\$2,073,970	\$ 382,000	\$1,153,924

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 4—MISCELLANEOUS OBLIGATIONS

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value Nominally Issued and Nominally Outstanding at Close of Year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value re-acquired after actual issue and held alive during year
				In Treasury	Pledged as collateral				
1	Atchison, Topeka & Santa Fe Ry.	\$ 128,367,000.00	\$ 8,501,900.00			\$ 8,501,900.00	\$ 340,040.00	\$ 340,400.00	
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.								
4	Chicago Great Western R. R.								
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.								
7	Chicago & North Western Ry.								
8	Chicago, St. Paul, Minn. & O. Ry.	13,900,000.00	13,900,000.00			13,900,000.00	695,000.00	694,525.00	
9	Chicago, Rock Island & Pacific Ry.								
10	St. Paul & K. C. Short Line R. R.								
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Ry.								
16	Illinois Central R. R.	10,000,000.00	9,980,700.00			9,980,700.00	374,924.28	375,540.36	
17	Dubuque & Sioux City R. R.	5,865,074.76	4,000,074.76			4,000,074.76	169,722.96	169,722.96	
18	Manchester & Onida Ry.								
19	Minneapolis & St. Louis R. R.								
20	Tabor & Northern Ry.								
21	Union Pacific R. R.	75,000,000.00	26,835,225.00			26,835,225.00	1,073,400.00	1,074,220.00	
22	Wabash Railway								
	Total	\$ 240,736,074.76	\$ 70,800,899.76		\$ 130,000.00	\$ 70,767,899.76	\$ 2,646,196.24	\$ 2,648,468.91	\$ 130,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 5—EQUIPMENT OBLIGATIONS

Number	Railway Companies	Total par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value nominally issued and actually outstanding at close of year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest accrued charged to construction	Amount of interest paid during year	Total par value nominally issued but not actually issued
				In Treasury	Paid as collateral					
1	Atchafalaya, T. & S. F. Ry.									
2	Atlantic Northern Ry.									
3	C. B. & Q. R. R.	\$ 6,000,000.00	\$ 4,000,000.00			\$ 4,000,000.00	\$ 248,410.00		\$ 248,410.00	
4	Chicago Great Western R. R.	1,501,704.00	1,501,704.00			1,501,704.00	79,537.50		81,004.02	
5	M. C. & P. D. R. R.									
6	C. M. & St. P. Ry.	48,835,500.00	39,673,000.00			39,673,000.00	1,814,375.00		1,688,860.00	
7	Chicago & N. W. Ry.	38,478,000.00	38,478,000.00	\$ 11,428,000.00		27,050,000.00	1,376,417.22		1,323,767.22	\$11,428,000.00
8	C. St. P. M. & O. Ry.	4,212,000.00	2,528,000.00			2,528,000.00	156,830.33		145,100.00	
9	C. R. I. & P. Ry.	21,287,550.00	21,848,000.00			21,848,000.00	999,924.00	\$ 3,565.34	931,512.23	
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.									
12	T. W. Griggs R. R. Prop.									
13	Colfax Cons. Coal Co.									
14	D. R. I. & N. W. Ry.									
15	Great Northern Ry.	22,275,500.00	19,111,000.00			19,111,000.00	890,560.25		851,856.51	
16	Illinois Central R. R.	8,054,700.00	62,960,407.00			62,960,407.00	3,002,184.50		3,009,415.82	
17	Dubuque & S. C. R. R.									
18	Manchester & Onida Ry.									
19	Minn. & St. L. R. R.	4,804,250.00	2,402,575.00			2,402,575.00	78,440.30		84,754.00	
20	Tabor & Northern Ry.	25,487,000.00	23,821,000.00			23,821,000.00	1,338,500.83		1,348,500.00	
21	Union Pacific R. R.	22,883,916.00	17,206,815.00			17,206,815.00	972,632.36		1,013,504.60	
22	Wabash Railway									
	Total	\$ 222,939,820.00	\$ 233,602,561.60	\$ 11,428,000.00		\$ 222,204,561.60	\$10,602,063.63	\$86,401.21	\$10,565,418.94	\$11,428,000.00

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 6—GRAND TOTAL

Number	Railway Companies	Total par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Actually Outstanding at Close of Year		Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value actually acquired after actual issue and held alive at close of year
				In Treasury	Paid as collateral					
1	A. T. & S. F. Ry.	\$ 408,482,500.00	\$ 278,231,501.00	\$ 2,324,569.00		\$ 275,906,932.00	\$ 11,246,718.52	\$ 11,261,931.71	\$ 2,310,000.00	\$ 14,569.50
2	Atlantic Northern Ry.	235,621,000.00	222,642,000.00	11,302,000.00		211,340,000.00	8,660,393.76	8,711,962.50	9,873,000.00	1,439,000.00
3	C. B. & Q. R. R.	83,217,077.00	62,367,077.00	15,839,000.00	\$ 6,412,000.00	46,555,077.00	1,709,839.93	1,668,192.50	22,018,500.00	232,500.00
4	M. C. & F. D. R.									
5	R.	12,000,000.00	12,000,000.00			12,000,000.00				
6	C. M. & St. P. Ry.	\$ 578,950,500.00	\$ 502,980,500.00	\$ 40,388,200.00	\$ 112,739,700.00	\$ 490,832,600.00	\$ 18,636,566.00	\$ 11,862,391.23	\$ 190,217,500.00	\$ 1,930,709.00
7	C. & N. W. Ry.	348,490,000.00	318,460,000.00	19,035,000.00	46,992,000.00	292,433,000.00	12,282,303.11	12,330,910.11	55,798,000.00	239,000.00
8	C. St. P. M. & O. Ry.	18,503,000.00	46,444,000.00	10,140,000.00	43,300,000.00	16,444,000.00	2,554,640.33	2,565,064.00		
9	C. R. I. & P. Ry.	224,239,250.00	222,338,000.00	10,140,000.00	43,300,000.00	222,018,000.00	9,897,103.00	9,727,949.12	53,339,000.00	1,000.00
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.	30,000,000.00	16,009,215.00			16,009,215.00	448,610.24	448,225.11		
12	T. W. Griggs R. R. Property									
13	Colfax C. C. Co.									
14	D. R. I. & N. W. Ry.									
15	Great Northern Ry.	\$ 87,821,893.00	\$ 305,016,919.00	\$ 25,005,000.00	\$ 51,145,294.00	\$ 318,866,713.16	\$ 17,024,762.65	\$ 17,065,924.55	\$ 72,860,000.00	\$ 3,290,203.93
16	Illinois Central R. R.	204,288,700.00	269,038,317.00	252,000.00	34,082,000.00	336,644,357.00	13,585,214.30	13,656,163.51	34,197,000.00	137,000.00
17	D. & S. C. R. R.	9,708,074.76	5,023,074.76			5,023,074.76	399,222.96	399,222.96		
18	M. & O. Ry.	128,480.00	65,000.00			65,000.00	3,990.00			
19	M. & St. L. R. R.	153,632,320.00	50,908,609.91	318,944.12	4,690,000.00	45,828,825.79	2,001,069.30	174,476.50	4,980,000.00	44.12
20	Tabor & N. Ry.									
21	Union Pacific R. R.	225,487,000.00	270,596,825.00	14,008,000.00		266,588,825.00	11,245,670.16	11,254,182.24	14,008,000.00	
22	Wabash Railway		94,845,354.00	160,780.00	1,037,924.00	93,807,430.00	4,587,506.15	4,589,804.88	129,780.00	1,067,924.00
	Total	\$4,274,947,296.76	\$3,911,787,177.27	\$17,817,823.12	\$300,291,918.00	\$3,943,634,322.21	\$114,968,834.31	\$109,939,418.94	\$459,830,480.88	\$32,161.53

\*See foot note Part One.

\*Includes \$3,565.34 interest accrued during year charged to construction.

\*Includes \$82,538.37 interest accrued during year charged to construction.

\*See foot note "m" Part One.



TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 7—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Mortgage Bonds											
Number	Railway Companies	Amount Bearing Rate of								Total Mortgage Bonds	
		3%	3½%	4%	4¼%	4½%	5%	5½%	6%		7%
1	A. T. & S. F. Ry.---			\$ 135,782,500.00		\$ 15,222,502	\$ 11,754,000.00			\$ 216,009,002.00	
2	Atlantic Northern Ry.										
3	C. B. & Q. R. R.---	\$ 50,451,000		156,849,000.00						207,300,000.00	
4	C. G. W. R. R.---	500,000		24,890,000.00						25,390,000.00	
5	M. C. & P. D. R.---										
6	C. M. & St. P. Ry.---	8,950,000		107,702,000.00		142,865,800	32,651,800.00	\$ 14,000,000		12,000,000.00	
7	C. & N. W. Ry.---	50,219,000		45,534,000.00		3,020,000	62,755,000.00	7,724,000		306,150,000.00	
8	C. St. P., M. & O. Ry.---	3,734,000								169,871,000.00	
9	C. R. I. & P. Ry.---						1,500,000.00	24,952,000		30,180,000.00	
10	St. P. & K. C. S. L. R. R.---			166,160,000.00			11,000,000.00		\$ 150,000	177,313,000.00	
11	L. R. R.---				\$10,000,215					16,000,215.00	
12	Colfax Northern Ry.										
13	T. W. Griggs R. R. Property										
14	Colfax C. C. Co. Ry.---										
15	D. R. I. & N. W. Ry.---										
16	Great Northern Ry.---			56,091,515.16	35,068,000	20,798,000	22,625,000.00	\$ 30,000,000	19,573,000	299,755,515.16	
17	Illinois Central R. R.---	15,733,000	32,608,000	50,944,000.00			62,138,230.00			181,423,230.00	
18	D. & S. C. R. R.---						3,950,000.00			3,950,000.00	
19	M. & O. Ry.---							65,000		65,000.00	
20	M. & St. L. R. R.---			23,472,000.00			16,957,057.79		950,000	41,359,057.79	
21	Tabor & N. Ry.---										
22	Union Pacific R. R.---			165,842,000.00			20,000,000.00			185,842,000.00	
23	Wabash Railway---	3,173,000		8,329,000.00			50,137,000.00	12,500,000		74,632,000.00	
	Total-----	\$ 15,733,000	\$169,635,000	\$1,014,132,524.16	\$51,877,215	\$185,796,302	\$235,428,109.79	\$ 42,500,000	\$ 66,314,000	\$1,657,307,251.95	

\*Includes \$6,041,000.00 held by C., R. I. & P. Ry. Co. and no interest accrued or paid.

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 8—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Collateral Trust Bonds							Total Collateral Trust Bonds
		Amount Bearing Rate of							
		3½%	4%	5%	5½%	6%	6½%	7%	
1	Atchison, Topeka & Santa Fe Ry.								
2	Atlantic Northern Ry.								
3	Chicago, Burlington & Quincy R. R.								
4	Chicago Great Western R. R.					\$ 8,135,373			\$ 8,135,373
5	Mason City & Fort Dodge R. R.					35,000,000			35,000,000
6	Chicago, Milwaukee & St. Paul Ry.					4,649,000	\$ 15,000,000	\$ 15,000,000	34,649,000
7	Chicago & North Western Ry.		\$ 18,662,000	\$ 4,789,000					23,451,000
8	Chicago, St. Paul, Minn. & Omaha Ry.								
9	Chicago, Rock Island & Pacific Ry.			15,000,000	\$ 7,000,000	7,802,600			29,802,600
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property.								
13	Colfax Consolidated Coal Co.								
14	Davenport, Rock Island & Northwestern Ry.								
15	Great Northern Ry.								
16	Illinois Central R. R.	\$ 5,200,000	42,020,000		16,000,000	8,000,000			71,180,000
17	Dubuque & Sioux City R. R.								
18	Manchester & Oueda Ry.					2,007,000			2,007,000
19	Minneapolis & St. Louis R. R.								
20	Tabor & Northern Ry.					29,000,000			29,000,000
21	Union Pacific R. R.					1,500,000			1,500,000
22	Wabash Railway								
	Total	\$ 5,200,000	\$ 61,561,000	\$ 19,789,000	\$ 23,000,000	\$ 91,173,373	\$ 23,000,000	\$ 15,000,000	\$241,780,373

TABLE 2—UNMATURED FUNDED DEBT—Continued  
PART 9—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Railway Companies	Income Bonds		Miscellaneous Obligations	
		Amount Bearing Rate of		Amount Bearing Rate of	
		4%	5%	4%	5%
1	Atchison, Topeka & Santa Fe Ry.	\$ 51,346,000		\$ 5,531,000.00	\$ 900.00
2	Atlantic Northern Ry.				
3	Chicago, Burlington & Quincy R. R.				
4	Chicago Great Western R. R.				
5	Mason City & Fort Dodge R. R.				
6	Chicago, Milwaukee & St. Paul Ry.				
7	Chicago & North Western Ry.			7,441,000.00	7,441,000.00
8	Chicago, St. Paul, Minn. & Omaha Ry.			13,900,000.00	13,900,000.00
9	Chicago, Rock Island & Pacific Ry.				
10	St. Paul & Kansas City Short Line R. R.				
11	Colfax Northern Ry.				
12	Thomas W. Griggs R. R. Property.				
13	Colfax Consolidated Coal Co.				
14	Davenport, Rock Island & Northwestern Ry.				
15	Great Northern Ry.		6,000		9,989,700.00
16	Illinois Central R. R.		6,000		9,989,700.00
17	Dubuque & Sioux City R. R.			4,068,074.76	4,068,074.76
18	Manchester & Oneida Ry.				
19	Minneapolis & St. Louis R. R.				
20	Tabor & Northern Ry.			26,885,225.00	
21	Union Pacific R. R.		210,526		26,885,225.00
22	Wabash Railway		210,526		
	Total	\$ 51,346,000	\$ 216,526	\$ 51,502,526	\$ 80,429,259.76

\*Not exceeding 4%.

\*Rate of interest not stated.

TABLE 2—UNMATURED FUNDED DEBT—Concluded  
PART 10—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

PART 10—ACTUALLY OUTSTANDING AT CLOSE OF YEAR										
Number	Railway Companies	Equipment Obligations						Principal in which interest is included	Total equipment obligations	Grand total unmatured funded debt at close of year
		Amount Bearing Rate of								
		4½%	5%	5½%	6%	6½%	7%			
1	Atchison, T. & S. F. Ry.									\$ 275,906,902.00
2	Atlantic Northern Ry.				\$ 4,010,000.00				\$ 4,010,000.00	\$ 211,340,000.00
3	C. B. & Q. R. R.			\$ 905,784	655,920.00				1,561,704.00	40,116,077.00
4	Chicago Great Western R. R.									12,000,000.00
5	M. C. & Ft. D. R. R.		\$ 17,075.00	11,700.00	10,955,000.00				39,673,000.00	400,825,000.00
6	C. M. & St. P. Ry.		13,415.00		6,669,000.00	\$ 4,983,000			27,090,000.00	232,435,000.00
7	Chicago & N. W. Ry.				1,568,000.00			790,000	2,358,000.00	229,444,000.00
8	C. St. P. M. & O. Ry.				5,400,000.00				21,843,000.00	259,018,000.00
9	C. R. I. & P. Ry.	\$ 11,034,000	10,549,000							16,000,215.00
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.									
12	T. W. Griggs R. R. Prop.									
13	Colfax Cons. Coal Co.									
14	D. R. I. & N. W. Ry.				2,865,000.00	6,600			19,111,000.00	\$ 218,866,515.16
15	Great Northern Ry.	\$ 8,16,000	7,475,500		7,711,407.60	5,564,000	7,370,000		62,990,407.60	326,004,337.60
16	Illinois Central R. R.	26,648.00	13,103,000	2,004,000					8,023,074.76	65,000.00
17	Dubuque & S. C. R. R.							\$ 1,114,575	2,462,575.00	45,825,025.79
18	Manchester & Oneida Ry.		340,000		1,008,000.00					
19	Minn. & St. L. R. R.								23,821,000.00	256,498,825.00
20	Tabor & Northern Ry.		6,800,000				8,334,000		17,296,815.00	93,698,259.00
21	Union Pacific R. R.	8,687,000	7,907,815	1,742,000			7,354,000			
22	Wabash Railway									
	Total	\$ 19,127,000	\$ 80,603,815	\$ 16,251,784	\$ 40,820,227.60	\$ 9,133,000	\$ 21,048,000	\$ 1,114,575	\$ 222,204,501.00	\$ 2,543,624,122.31

\*Entire funded debt matured April 1, 1921.

\*Funded debt matured April 10, 1924, \$43,000.00, unpaid.



TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE  
PART 1—TOTAL EXPENDITURES DURING YEAR AND INVESTMENT TO JUNE 30, 1907—ROAD AND EQUIPMENT

Number	Railway Companies	Total Expenditures During Year				Investment to June 30, 1907—Road			Total Investment—Equipment—Owned Lines
		Road	Equipment	General	Grand Total	Leased Lines	Owning Lines	Total	
1	Atchison, T. & S. F. Ry.	\$16,859,163.28	\$4,480,061.44	\$25,129.53	\$21,364,353.25	\$1,929,371.67	\$378,456,851.59	\$380,386,223.26	\$63,797,738.82
2	Atlantic Northern Ry.	1,244.81	1,244.81		1,244.81				
3	C. & B. & Q. R. R.	6,607,478.80	4,680,276.10		11,450,043.53		\$345,281,500.00	\$345,281,500.00	
4	Chicago Great Western R. R.	147,670.11	57,895.01		205,565.12				
5	C. & M. & St. P. R. R.	110,040.77	25,522.38		135,563.15				
6	C. M. & St. P. Ry.	2,500,789.72	10,550,186.27	\$8,178.46	13,058,974.45		42,769,182.71	42,769,182.71	1,519,088.67
7	Chicago & N. W. Ry.	2,870,568.16	5,344,683.70	111,531.08	8,326,722.94		210,072,809.51	210,072,809.51	47,600,579.97
8	C. St. P. M. & O. Ry.	456,322.76	700,232.35		1,156,555.11		\$227,706,203.67	\$227,706,203.67	
9	C. R. I. & P. Ry.	4,282,139.20	6,288,701.63	\$0,489.28	10,570,329.11	1,639,650.22	161,198,911.53	162,838,561.75	41,408,611.00
10	St. P. & K. C. S. L. R. R.	118,887.37	\$41,034.15		159,921.52				30,974,606.13
11	Colfax Northern Ry.	50.00			50.00				
12	T. W. Griggs R. R. Prop.						138,806.02	138,806.02	29,515.10
13	Colfax Cons. Coal Co.						81,969.81	81,969.81	
14	D. R. I. & N. W. Ry.	71,778.67	\$3,982.61		75,761.28		3,119,629.69	3,119,629.69	194,186.82
15	Great Northern Ry.	5,418,942.51	7,449,457.19	\$27,489.39	12,895,889.09		230,947,770.98	230,947,770.98	44,084,373.57
16	Illinois Central R. R.	13,637,084.80	9,185,136.43	107,592.97	22,930,114.20		\$109,005,970.66	\$109,005,970.66	
17	Dubuque & S. C. R. R.	1,111,032.19		1,137.31	1,112,169.50		29,679,249.89	29,679,249.89	
18	Manchester & Omeida Ry.	149.56			149.56		\$118,801.00	\$118,801.00	
19	Minn. & St. L. R. R.	43,318.09	\$101,334.25	\$37,965.84	\$182,618.18		24,900,532.94	24,900,532.94	4,405,894.50
20	Tabor & Northern Ry.		\$30.11		\$30.11		\$92,688.07	\$92,688.07	
21	Union Pacific R. R.	2,411,138.83	2,400,837.44	153.94	4,812,130.21		228,773,871.90	228,773,871.90	11,108,005.08
22	Wabash Railway	5,278,610.47	6,162,476.06		11,441,086.53				
	Total.	\$62,167,116.30	\$56,469,053.51	\$28,647.49	\$118,664,817.30	\$2,060,221.86	\$2,002,324,839.99	\$2,004,385,061.85	

\*Credit.

\*Not separated between road and equipment.

\*Not separated between owned and leased lines.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—Continued  
PART 2—INVESTMENT FROM JULY 1, 1907, TO JUNE 30, 1914

Number	Railway Companies	Road			Total Equipment—Owned Lines	Total General Expenditures—Owned Lines	Total
		Leased Lines	Owning Lines	Total			
1	Atchison, Topeka & Santa Fe Ry.	\$85,321.99	\$32,150,754.00	\$32,236,076.01	\$56,541,681.71	11,907.17	\$66,553,388.88
2	Atlantic Northern Ry.						
3	Chicago, Burlington & Quincy R. R.	\$88,544,829.22	\$88,544,829.22				
4	Chicago Great Western R. R.	99,131,789.63	99,131,789.63		19,061,012.67	2,004.06	10,023,107.35
5	Mason City & Fort Dodge R. R.	547,827.96	547,827.96			1,063.25	\$77,078.15
6	Chicago, Milwaukee & St. Paul Ry.	\$39,831,887.34	\$39,831,887.34	\$0,479,587.73	2,440,771.94	58,950,359.67	
7	Chicago & North Western Ry.	\$96,680,730.62	\$96,680,730.62	\$25,601,426.72	\$141,241.21	23,742,067.58	
8	Chicago, St. Paul, Minn. & Omaha Ry.	8,059,590.45	8,059,590.45		2,702,508.28	182,224.61	\$,945,133.01
9	Chicago, Rock Island & Pacific Ry.	20,564,492.19	22,942,288.69	21,929,065.98	151,023.35	21,180,089.34	
10	St. Paul & Kansas City Short Line R. R.	11,511,323.00	11,511,323.00		457,233.09	540,175.50	997,399.64
11	Colfax Northern Ry.	\$192.77	\$192.77				
12	Thomas W. Griggs R. R. Property	3,042.75	3,042.75		106.37		106.37
13	Colfax Consolidated Coal Co.	7,223.06	7,223.06				
14	Davenport, Rock Island & Northwestern Ry.	188,691.90	188,691.90		19,307.51		19,307.51
15	Great Northern Ry.	72,298,206.41	72,298,206.41	23,116,917.50	1,887,576.18	39,004,493.66	
16	Illinois Central R. R.	19,006,200.45	19,006,200.45	22,819,621.19	5,211.79	22,824,832.98	
17	Dubuque & Sioux City R. R.	1,321,711.41	1,321,711.41				
18	Manchester & Omeida Ry.	\$12,485.00	\$12,485.00				
19	Minneapolis & St. Louis R. R.	\$3,910,353.17	\$3,910,353.17				
20	Tabor & Northern Ry.						
21	Union Pacific R. R.	31,025,982.73	31,025,982.73	20,608,559.47	43,877.06	20,702,427.53	
22	Wabash Railway						
	Total.	\$3,466,903.30	\$775,153,424.21	\$778,620,327.51	\$23,438,739.92	\$5,407,596.72	\$24,846,336.64

\*Credit.

\*Not separated between road, equipment and general expenditures.

\*Not separated between owned and leased lines.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—Continued  
PART 3—INVESTMENT SINCE JUNE 30, 1914

Number	Railway Companies	Road			Equipment			General Expenditures		
		Leased Lines	Owned Lines	Total	Leased Lines	Owned Lines	Total	Leased Lines	Owned Lines	Total
1	Atchafalaya, T. & S. F. Ry.	\$ 632,311.73	\$ 106,620,213.06	\$ 106,620,213.06	\$ 119,068,126.52	\$ 119,068,126.52	\$ 119,068,126.52	\$ 162,000.66	\$ 162,000.66	\$ 162,000.66
2	Atlantic Northern Ry.		143,184.01	143,184.01						
3	C. B. & Q. R. R.		91,942,593.09	91,942,593.09						
4	Chicago Great Western R. R.	61,516.28	10,306,800.00	10,458,376.94	6,313,722.90	6,313,722.90	6,313,722.90	1,071,975.55	1,071,975.55	1,071,975.55
5	M. C. & Ft. D. R. R.		912,032.77	912,032.77						
6	C. M. & St. P. Ry.		79,148,271.70	79,148,271.70						
7	Chicago & N. W. Ry.	45,043.11	71,700,247.01	71,745,290.12	74,276,155.54	74,276,155.54	74,276,155.54	1,432,788.94	1,432,788.94	1,432,788.94
8	C. St. P. M. & O. Ry.		7,230,780.82	7,230,780.82						
9	C. R. I. & P. Ry.	6,503,440.53	90,100,751.73	96,604,192.26	38,043,918.26	38,043,918.26	38,043,918.26	1,085,012.11	1,085,012.11	1,085,012.11
10	St. P. & K. O. S. L. R. R.		3,808,805.92	3,808,805.92						
11	Colfax Northern Ry.		402,772.72	402,772.72						
12	T. W. Griggs R. R. Prop.		*111,492.50	*111,492.50						
13	Colfax Cons. Coal Co.		*113,573.22	*113,573.22						
14	D. B. I. & N. W. Ry.		301,650.46	301,650.46						
15	Great Northern Ry.	139,565.78	63,245,792.56	63,385,358.34	32,246,283.92	32,246,283.92	32,246,283.92	*99,963.11	*99,963.11	*99,963.11
16	Illinois Central R. R.		74,021,970.65	74,021,970.65	112,730,512.65	112,730,512.65	112,730,512.65	1,226,026.92	1,226,026.92	1,226,026.92
17	Dubuque & S. C. R. R.		7,379,346.80	7,379,346.80						
18	Manchester & Oneida Ry.		*5,851.61	*5,851.61						
19	Minn. & St. L. R. R.	31,007.73	*1,902,801.10	*1,933,708.83	829,198.72	3,800,569.56	3,800,569.56	*36,974.11	*36,974.11	*36,974.11
20	Tabor & Northern Ry.		49,277.06	49,277.06						
21	Union Pacific R. R.		50,708,444.51	50,708,444.51						
22	Wabash Railway		199,928,776.15	199,928,776.15						
	Total	\$ 7,494,215.16	\$ 800,845,738.74	\$ 808,339,953.90	\$ 209,108.73	\$ 623,680,081.62	\$ 623,500,280.26	\$ 3,180.79	\$ 3,300,990.70	\$ 3,310,171.58

\*Credit.

\*Not separated between road and equipment.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE—Continued  
PART 4—TOTAL INVESTMENT IN ROAD AND EQUIPMENT

Number	Railway Companies	Total Investment and Equipment, Road			Length of Road Owned—Single Track—Miles	Average Investment Per Mile of Road Owned
		Leased Lines	Owned Lines	Total		
1	Atchafalaya, Topeka & Santa Fe Ry.	\$ 2,650,205.38	777,410,009.44	780,060,204.82	7,101.00	\$ 109,561.03
2	Atlantic Northern Ry.		143,184.01	143,184.01	17.07	8,386.35
3	Chicago, Burlington & Quincy R. R.		573,540,832.09	573,540,832.09	1,014.99	56,561.22
4	Chicago Great Western R. R.	61,516.28	122,869,375.21	122,930,891.49	373.23	330,701.19
5	Mason City & Fort Dodge R. R.		45,200,709.05	45,200,709.05	10,197.08	4,446.14
6	Chicago, Milwaukee & St. Paul Ry.		705,282,833.67	705,282,833.67	8,306.33	83,937.79
7	Chicago & North Western Ry.	45,000.82	500,225,035.26	500,270,036.08	1,672.97	29,780.23
8	Chicago, St. Paul, Minn. & Omaha Ry.		88,500,172.39	88,500,172.39	5,299.99	16,708.25
9	Chicago, Rock Island & Pacific Ry.	11,014,835.23	310,044,781.19	321,059,616.42	345.57	93,455.85
10	St. Paul & Kansas City Short Line R. R.		16,374,722.57	16,374,722.57		
11	Colfax Northern Ry.		402,772.72	402,772.72		
12	Thomas W. Griggs R. R. Property		52,147.38	52,147.38		
13	Colfax Consolidated Coal Co.		79,119.64	79,119.64		
14	Davenport, Rock Island & Northwestern Ry.		3,689,499.27	3,689,499.27	46.78	78,900.97
15	Great Northern Ry.	139,565.78	472,737,118.01	472,876,683.79	7,092.26	66,611.22
16	Illinois Central R. R.		338,817,374.33	338,817,374.33	2,596.72	130,004.24
17	Dubuque & Sioux City R. R.		38,304,897.30	38,304,897.30	700.96	54,455.87
18	Manchester & Oneida Ry.		*137,223.21	*137,223.21		
19	Minneapolis & St. Louis R. R.	51,290.46	65,133,481.96	65,234,718.42	1,514.99	43,025.68
20	Tabor & Northern Ry.		*2,065.13	*2,065.13		
21	Union Pacific R. R.		400,174,770.96	400,174,770.96	3,674.36	108,913.91
22	Wabash Railway		233,965,964.90	233,965,964.90	1,952.39	120,091.43
	Total	\$ 13,963,719.90	\$ 4,716,068,873.65	\$ 4,730,032,593.55	49,832.45	\$ 77,733.44

\*Not separated between owned and leased lines.



TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA  
PART 1—EXPENDITURES DURING YEAR AND AVERAGE INVESTMENT PER MILE OF ROAD.

Number	Railway Companies	Expenditures During Year				Length of Road Owned—Single Track—Iowa—Miles	Average Investment Per Mile of Road Owned Single Track—Iowa
		Road	Equipment	General	Total		
1	Atchison, Topeka & Santa Fe Ry.	\$ 362,661.77			\$ 362,661.77	19.89	\$ 18,283.87
2	Atlantic Northern Ry.		\$ 1,244.81		1,244.81	17.07	72.92
3	Chicago, Burlington & Quincy R. R.	482,033.35		\$ 3,954.46	485,987.79	1,371.56	354.33
4	Chicago Great Western R. R.	79,682.56			79,682.56	422.69	
5	Mason City & Fort Dodge R. R.	99,690.21			99,690.21	347.90	
6	Chicago, Milwaukee & St. Paul Ry.	325,726.64		50.98	325,786.62	1,868.06	175.34
7	Chicago & North Western Ry.	555,923.25		2,786.17	558,699.42	1,617.19	345.49
8	Chicago, St. Paul, Minn. & Omaha Ry.	61,248.02		*2,940.71	64,188.73	74.28	515.86
9	Chicago, Rock Island & Pacific Ry.	527,146.34			527,146.34	1,842.94	298.04
10	St. Paul & Kansas City Short Line R. R.	118,887.37		*41,094.15	159,981.52	345.27	225.49
11	Colfax Northern Ry.	50.00			50.00		
12	Thomas W. Griggs R. R. Property.					5.90	
13	Colfax Consolidated Coal Co.					24.50	1,881.14
14	Davenport, Rock Island & Northwestern Ry.	66,529.17		*2,655.74	69,184.91	77.60	247.23
15	Great Northern Ry.	19,249.61			19,249.61		
16	Illinois Central R. R.						
17	Dubuque & Sioux City R. R.	1,105,682.84		1,137.31	1,106,820.15	715.86	1,646.16
18	Manchester & Oueda Ry.	149.56			149.56	8.03	18.63
19	Minneapolis & St. Louis R. R.	134,515.67		*53,021.21	187,536.88	790.34	103.11
20	Tabor & Northern Ry.	\$20.11			\$20.11	8.79	2.38
21	Union Pacific R. R.	\$7,397.16		1,563.02	\$8,960.18	2.48	35,750.07
22	Wabash Railway					203.31	
	Total.	\$ 4,006,354.78	\$ 97,143.98	7,887.92	\$ 4,111,386.68	9,763.89	
	Grand average.						\$ 401.19

\*Credit.

\*Not available.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE  
PART 1—OPERATING INCOME

Number	Railway Companies	Railway operating revenues	Railway operating expenses	Net revenue from railway operations	Railway tax accruals	Uncollectible railway revenues	Railway operating income	Revenues from miscellaneous operations	Expenses of miscellaneous operations	Net revenue from miscellaneous operations
1	Atchison, Topeka & Santa Fe Ry.	\$ 196,430,056.92	\$134,797,467.00	\$ 61,641,589.92	\$15,906,421.53	\$ 37,210.64	\$ 45,677,967.76			
2	Atlantic Northern Ry.	35,277.25	28,973.74	6,283.51	1,907.06	1.48	4,299.37			
3	Chicago, Bur. & Quincy R. R.	139,158,177.96	116,671,808.12	22,486,369.84	10,975,451.17	49,943.49	21,457,886.17			
4	Chicago Great Western R. R.	24,502,769.27	19,812,718.03	4,690,051.24	1,000,202.53		3,689,848.71			
5	Mason City & Ft. D. R. R.									
6	Chicago & North Western Ry.	162,620,062.95	130,449,632.28	32,170,430.67	8,938,834.38	66,068.51	23,506,162.78			
7	Chicago, Mil. & St. P. Ry.	148,538,369.13	115,626,035.58	32,912,333.55	10,004,224.15	46,872.54	22,861,116.86			
8	Chicago, Rock Island & P. Ry.	26,820,132.24	21,480,708.40	5,339,423.84	1,553,004.49	18,327.96	3,798,092.39			
9	Chicago, Rock Island & Pacific Ry.	124,398,672.71	96,241,006.04	28,157,666.67	6,750,959.86	74,342.74	21,331,683.57			
10	St. Paul, K. C. S. L. R. R.									
11	Colfax Northern Ry.	4,873.48	9,113.91	*4,240.43	723.84					
12	Thos. W. Griggs R. R. Prop.									
13	Colfax Consolidated Coal Co.									
14	Dav., R. J. & N. W. Ry.									
15	Great Northern Ry.	114,924,959.82	75,287,288.22	39,637,671.60	58,015.90		*58,015.90			
16	Illinois Central R. R.	153,506,185.27	117,904,358.00	35,591,827.27	10,907,474.31	7,844.23	22,287,881.96			
17	Dubuque & Sioux City R. R.					34,443.80	24,657,009.07			
18	Manchester & Oueda Ry.	20,959.46	20,099.65	859.81	1,085.91					
19	Minneapolis & St. Louis R. R.	15,074,273.14	13,220,167.54	1,854,105.60	760,858.40	3,032.06	1,090,215.17			
20	Tabor & Northern Ry.	25,735.66	22,119.98	3,615.68	2,246.05	6.51	3,363.42			
21	Union Pacific R. R.	110,131,391.41	71,600,424.26	38,530,967.15	6,979,717.42	\$ 281.86	31,553,937.86	\$ 45,108.56	\$ 6,238.35	\$ 38,870.01
22	Wabash Railway	60,910,300.99	51,080,423.82	9,829,877.17	3,287,979.67	7,000.40	15,555,228.10			
	Total.	\$1,305,533,719.96	\$964,800,019.58	\$340,733,700.37	\$86,930,853.28	\$377,289.13	\$253,427,567.96	\$45,108.56	\$ 6,238.35	\$38,870.01

\*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued  
PART 2—OPERATING INCOME—Continued—AND NON-OPERATING INCOME

Number	Railway Companies	Operating Income			Hire of freight cars —15—	Non-operating				
		Taxes on miscellaneous operating property	Miscellaneous operating income	Total operating income		Rent from				Joint facility rent income —20—
						Locomotives —16—	Passenger train cars —17—	Floating equipment —18—	Work equipment —19—	
1	Atchafalpa, Topeka & Santa Fe Ry.			\$ 45,677,957.75		\$ 566,896.06	\$ 269,322.47	\$12,172.79	\$ 102,228.41	\$ 533,060.70
2	Atlantic Northern Ry.			4,299.37						
3	Chicago, Burlington & Quincy R. R.			51,437,885.17		288,716.47	354,238.21		158,080.75	537,072.46
4	Chicago Great Western R. R.			3,889,600.86		4,467.21	6,146.83		4,706.15	94,269.88
5	Mason City & Fort Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.			22,566,162.78		84,902.73	98,014.47	2,406.24	26,694.59	394,989.49
7	Chicago & North Western Ry.			22,861,116.86		77,198.71	500,124.44		22,859.22	194,013.58
8	Chicago, St. Paul, Minn. & Omaha Ry.			3,748,092.39		80,600.94	156,784.10		7,576.28	145,670.46
9	Chicago, Rock Island & Pacific Ry.			21,331,683.57		119,084.71	265,637.50		46,607.75	456,659.12
10	St. Paul & Kansas City Short Line R. R.									
11	Colfax Northern Ry.			\$1,664.27						
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal Co.									
14	Davenport, Rock Island & Northwestern R.			\$8,015.96						64,210.76
15	Great Northern Ry.			29,237,881.86		142,306.82	282,948.04		37,163.17	1,021,271.05
16	Illinois Central R. R.			24,637,009.07		307,276.80	719,378.94	6,200.00	141,029.46	1,499,701.86
17	Dubuque & Sioux City R. R.									
18	Manchester & Oneida Ry.			\$236.10						
19	Minneapolis & St. Louis R. R.			1,000,215.17		\$,876.91	12,523.26		11,574.00	115,922.63
20	Tabor & Northern Ry.			3,363.42						
21	Union Pacific R. R.	\$40,523.35	\$1,653.34	31,532,284.52		133,621.18	726,049.22		11,230.78	711,706.44
22	Wabash Railway			15,535,228.10		56,185.56	44,950.66	24,912.10	16,385.17	289,311.26
	Total	\$40,523.35	\$1,653.34	\$23,425,904.02		\$1,710,293.10	\$ 3,435,238.15	\$45,751.13	\$56,126.42	\$ 6,048,709.79

\*Deficit.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued  
PART 3—NON-OPERATING INCOME—Continued—AND DEDUCTIONS FROM GROSS INCOME

Number	Railway Companies	Non-Operating Income		Deductions From Gross Income						
		Total non- operating	Gross income	Hire of freight car debit balance— —35—	Rent for					Joint facility rents— —40—
					Locomotives —36—	Passenger train cars —37—	Floating equipment —38—	Work equipment —39—		
1	Aetehison, Topeka & Santa Fe Ry.	\$12,990,104.75	\$8,578,466.50	\$ 65,872.78	\$105,784.79	\$ 196,537.39		\$ 6,301.00		\$ 1,170,816.49
2	Atlantic Northern Ry.	218.73	4,548.19	1,339.32						
3	Chicago, Burlington & Quincy R. R.	3,897,050.45	34,824,933.62	1,362,493.57	244,522.53	37,194.12		32,963.88		2,546,961.21
4	Chicago Great Western R. R.	408,373.81	4,154,304.67	824,079.97	6,229.36	81,955.71		4,589.70		990,693.33
5	Mason City & Fort Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.	1,969,383.96	24,469,546.74	3,357,196.51	81,882.06	109,124.88		15,632.21		2,735,758.67
7	Chicago & North Western Ry.	3,110,442.44	25,971,539.33	1,372,979.17	96,599.23	445,186.16		7,066.94		424,824.99
8	Chicago, St. Paul, Minn. & Omaha Ry.	578,461.17	4,376,553.56	218,847.88	15,025.86	177,541.95		5,073.93		550,114.89
9	Chicago, Rock Island & Pacific Ry.	3,680,976.31	24,412,619.88	3,168,840.15	117,564.23	354,672.91		31,763.65		1,863,821.53
10	St. Paul & Kansas City Short Line R. R.	448,610.24	448,610.24							
11	Colfax Northern Ry.	4,556.54	\$407.72	192.00						
12	Thomas W. Griggs R. R. Property	382.61	382.61							
13	Colfax Consolidated Coal Co.	3,687.21	3,687.21							
14	Davenport, Rock Island & Northwestern R.	76,150.98	18,135.08							8,609.09
15	Great Northern Ry.	12,911,697.47	42,199,579.33	967,290.48	69,108.39	151,414.71		39,499.91		1,306,834.87
16	Illinois Central R. R.	11,055,411.34	35,712,426.41	340,722.18	24,436.18	196,802.41	212.50	20,943.04		1,614,613.83
17	Dubuque & Sioux City R. R.	761,912.15	761,912.15							
18	Manchester & Oneida Ry.	391.10	395.09	419.28						240.00
19	Minneapolis & St. Louis R. R.	206,621.49	1,366,849.66	571,933.25	63,237.45	22,339.76		3,466.70		214,230.50
20	Tabor & Northern Ry.	78.00	3,441.42	977.88	65.00					
21	Union Pacific R. R.	22,369,496.59	53,895,781.11	3,028,295.19	19,382.74	579,109.71		4,136.05		490,131.51
22	Wabash Railway	1,291,851.87	16,737,079.97	1,861,299.18	30,933.87	72,311.35	15,881.72	40,750.76		1,673,350.18
	Total	\$74,531,497.21	\$27,660,401.83	\$17,162,710.79	\$75,731.19	\$ 2,784,308.66	\$16,004.22	\$ 212,127.47		\$15,581,020.79



TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE—Continued  
PART 4—DEDUCTIONS FROM GROSS INCOME—Continued—NET INCOME—AND DISPOSITION OF NET INCOME

Number	Railway Companies	Total Deductions from gross income	Net income	Disposition of Net Income				Income balance transferred to profit and loss	Net railway operating income* (see footnote a)
				Income applied to sinking and redemption funds	Dividend appropriations of income	Total appropriations of income			
1	Atchison, Topeka & Santa Fe Ry.	\$ 14,306,785.13	\$ 43,981,081.37	\$ 29,041.78	\$ 22,477,336.00	\$ 22,506,346.78	\$ 21,475,334.50	\$ 45,006,334.73	
2	Atlantic Northern Ry.	1,342.22	3,205.88				3,205.88	2,900.06	
3	Chicago, Burlington & Quincy R. R.	13,640,342.15	21,184,596.47	293,500.50	17,083,785.00	17,377,285.50	3,807,307.97	28,131,917.75	
4	Chicago Great Western R. R.	3,525,384.46	628,920.21				628,920.21	2,087,912.86	
5	Mason City & Fort Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	28,336,539.19	3,807,012.45	67,599.03					
7	Chicago & North Western Ry.	15,156,081.28	10,784,378.00		7,373,750.00	7,373,750.00	3,410,828.02	21,108,749.62	
8	Chicago, St. Paul, Minn., & Omaha Ry.	3,563,388.21	813,105.35		562,965.00	562,965.00	250,200.35	3,221,618.00	
9	Chicago, Rock Island & Pacific Ry.	17,743,228.06	6,609,431.82		3,567,185.00	3,567,185.00	3,102,246.82	16,609,940.18	
10	St. Paul & Kansas City Short Line R. R.	448,610.24							
11	Colfax Northern Ry.	5,574.49	*6,582.22					*5,156.27	
12	Thomas W. Griggs R. R. Property	1,842.50	*1,459.89					*1,459.89	
13	Colfax Consolidated Coal Co.		\$ 687.21					\$ 687.21	
14	Davenport, Rock Island & Northwestern Ry.	18,125.08							\$ 2,474.23
15	Great Northern Ry.	20,764,183.28	21,435,396.00	6,290.70	12,309,145.00	12,375,435.70	9,009,960.35	28,276,182.58	
16	Illinois Central R. R.	18,100,677.75	17,551,742.00				17,551,742.00	25,113,805.99	
17	Dubuque & Sioux City R. R.	563,402.76	198,509.39						
18	Manchester & Onondaga	4,529.28	*4,194.28					*4,194.28	
19	Minneapolis & St. Louis R. R.	3,292,050.42	*1,005,200.76				*1,005,200.76	363,805.00	
20	Tabor & Northern Ry.	3,817.05	*375.63					*2,391.54	
21	Union Pacific R. R.	15,541,798.39	38,353,982.72		26,210,900.00	26,210,900.00	12,143,082.72	28,995,400.47	
22	Wabash Railway	8,700,642.01	7,946,437.96					7,946,437.96	
	Total	\$ 164,180,003.95	\$ 163,770,797.88	\$ 504,941.40	\$ 87,045,935.00	\$ 87,039,976.40	\$ 73,530,821.48	\$ 228,721,884.03	

\*Net Railway Operating Income\* is arrived at by adding Railway Operating Income, column 7, to the total of columns 15 to 20 inclusive, and subtracting the total of columns 25 to 40 inclusive.  
\*Deficit.

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IN IOWA  
PART 1—YEARS ENDED DECEMBER 31, 1916, AND 1917

Number	Railway Companies	Taxes on Railway Property Year 1916				Taxes on Railway Property Year 1917			
		Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa
		Other than U. S. Government taxes	U. S. Government taxes	Grand total		Other than U. S. Government taxes	U. S. Government taxes	Grand total	
1	Atchison, Topeka & Santa Fe Ry.	\$ 5,055,569.89	\$ 820,170.70	\$ 5,875,740.59	\$ 33,101.17	\$ 5,502,265.13	\$ 4,992,954.00	\$ 10,585,159.13	\$ 26,816.27
2	Atlantic Northern Ry.	1,334.00		1,334.00	1,334.00	1,321.80		1,321.80	1,321.80
3	Chicago, Burlington & Quincy R. R.	4,130,146.26	600,031.11	4,829,197.37	550,395.16	5,196,984.60	3,206,190.19	8,403,174.84	671,779.43
4	Chicago Great Western R. R.	535,104.38	43,500.61	578,605.49	274,993.26	608,848.51	110,617.01	719,465.52	515,704.19
5	Mason City & Ft. Dodge R. R.								
6	Wisconsin, Minn., & Pacific								
7	Chicago, Milwaukee & St. Paul Ry.	5,130,136.34	349,983.05	5,480,119.39	768,914.04	5,839,967.50	987,544.38	6,817,511.97	749,437.37
8	Chicago & North Western Ry.	4,616,929.68	399,696.76	5,016,626.44	704,170.61	4,536,799.85	1,140,710.54	5,677,510.39	794,696.28
9	Chicago, St. P., Minn., & Omaha Ry.	908,711.46	54,681.35	1,053,392.81	44,848.96	1,173,435.97	154,559.33	1,327,995.30	53,419.08
10	Iowa Southern Ry.								
11	Chicago, Rock Island & Pacific Ry.	3,463,932.10	196,695.86	3,660,627.96	829,925.03	3,689,384.38	468,646.96	4,158,031.33	765,971.15
12	St. Paul & K. C. Short Line R. R.								
13	Keokuk & Des Moines	61,090.58	37.58	61,128.16	61,090.58	37,828.20		37,828.20	37,828.20
14	Colfax Northern Ry.	1,121.78		1,121.78	1,121.78	1,120.16		1,120.16	1,120.16
15	Colfax C. Coal Co.								
16	Security Investment Co.								
17	Creston, Winterset & Des Moines								
18	Davenport, R. I. & North Western	24,627.78		24,627.78	14,095.65	26,180.23	150.75	26,330.98	14,131.30
19	Great Northern Ry.	5,043,020.90	420,975.19	5,463,996.09	28,301.18	5,132,348.90	1,104,329.95	6,237,188.85	31,999.06
20	Illinois Central R. R.	3,884,783.27	231,281.90	4,116,065.26	294,585.18	4,237,229.05	1,929,135.89	6,166,364.94	272,000.00
21	Dubuque & Sioux City R. R.								
22	Iowa & Omaha Short Line								
23	Iowa & Southwestern								
24	Manchester & Onondaga	1,059.84		1,059.84	1,059.84	1,302.00		1,302.00	1,302.00
25	Minneapolis & St. Louis R. R.	406,486.61	11,755.92	418,242.53	201,987.98	300,241.91	42,559.53	342,801.46	198,055.64
26	Iowa Central & Western								
27	Muscatine, Bur. & Southern R. R.	2,600.00		2,600.00	2,600.00	4,382.11		4,382.11	4,382.11
28	Muscatine North & South Ry.	2,537.99		2,537.99	2,537.99				
29	Tabor & Northern Ry.	1,702.80		1,702.80	1,702.80	608.50		608.50	608.50
30	Union Pacific R. R.	2,152,844.14	828,800.43	2,981,644.57	42,000.00	2,421,724.90	2,121,428.00	4,543,152.90	44,740.36
31	Wabash Railway	1,113,380.37	66,000.00	1,179,380.37	52,235.40	1,120,881.27	332,711.96	1,453,593.23	56,277.96
	Total	\$ 36,716,511.70	\$ 4,103,513.73	\$ 40,820,025.43	\$ 3,800,331.81	\$ 39,839,034.90	\$ 116,662,048.50	\$ 86,482,087.49	\$ 4,040,173.21

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IN IOWA—Continued  
PART 2—YEARS ENDED DECEMBER 31, 1918 AND 1919

Number	Railway Companies	Taxes on Railway Property Year 1918					Taxes on Railway Property Year 1919				
		Amount Charged to "Railway Tax Accruals" in Income				Federal income taxes charged to railway corporation	Amount Charged to "Railway Tax Accruals" in Income				Federal income taxes charged to railway corporation
		Other than U. S. Government taxes	U. S. Government taxes	Grand total			Other than U. S. Government taxes	U. S. Government taxes	Grand total		
1	A. T. & S. F.	\$ 5,971,337.89	\$ 755,569.19	\$ 6,726,927.05	\$ 2,965,181.15	\$ 39,503.97	\$ 7,194,299.98	\$ 617,342.69	\$ 7,811,542.67	\$ 3,235,711.97	\$ 40,948.91
2	Atlantic N. Ry.	1,223.07		1,223.07		1,223.07			1,223.83		1,223.83
3	C. B. & Q. R. R.	4,838,622.32	672,972.02	5,511,594.34	2,479,303.11	704,282.00	5,424,330.65	350,223.32	5,774,553.97	2,340,837.66	736,750.28
4	O. G. W. R. R.	610,091.80	30,900.99	641,092.79	92,000.00	331,583.72	663,172.15	19,417.74	682,589.89	116,000.00	339,180.10
5	M. C. & P. D.										
6	Wis. M. & P.	5,886,342.48	299,592.73	6,185,935.21	370,623.03	\$41,321.94	6,168,928.82	123,065.53	6,306,997.35	450,000.00	869,751.83
7	C. M. & St. P.	5,243,453.97	234,027.50	5,477,481.47	925,000.00	900,681.45	5,583,340.56	197,118.44	5,780,459.00	970,000.00	948,556.91
8	O. & N. W. Ry.										
9	O. & N. W. Ry. & O.	1,179,482.00	108,922.14	1,288,404.14	122,000.00	57,590.51	1,237,102.07	51,900.00	1,289,002.07	182,000.00	51,132.07
10	Iowa Southern										
11	C. R. I. & P.	4,211,008.70	91,853.89	4,302,862.59	521,921.45	1,073,132.35	4,509,443.69	44,650.49	4,554,094.18	208,070.00	1,027,413.12
12	St. P. & K. C.										
13	S. L. R. R.										
14	Colfax Northern	909.27		909.27		909.27	1,045.68		1,045.68		1,045.68
15	Security Inv. Co.										
16	Colfax C. C. Co.										
17	C. W. & D. M.										
18	D. R. I. & N. W.	28,177.11		28,177.11	1,511,893.96	15,563.23	33,068.73		33,068.73		16,507.80
19	Great Northern	5,374,989.53	251,122.76	5,626,112.29	36,606.92	6,068,873.94	190,770.83	7,099,644.77	881,088.97	38,552.14	1,439.75
20	I. C. R. R.	4,839,609.79	300,000.00	5,039,609.79	998,723.00	310,000.00	4,997,157.21	207,510.48	5,204,667.69	853,200.00	353,592.63
21	Dubuque & S. O.										
22	M. & O. Ry.	1,567.45		1,567.45		1,567.45	1,439.75		1,439.75		1,439.75
23	M. & St. L. R. R.	635,370.47	13,027.88	648,398.35	23,280.20	265,715.56	670,071.20	5,497.05	675,568.25	17,415.54	239,000.00
24	M. B. & So.	5,796.29	48.84	5,845.13	5,796.29	7,703.28	7,919.41		7,919.41		7,703.28
25	Tabor & N. R. R.	1,457.29		1,457.29	48.84	1,457.29	1,205.04		1,205.04		1,205.04
26	Union Pacific	2,473,254.77	973,096.29	3,446,351.06	2,135,792.50	40,391.83	2,945,191.21	48,303.65	2,993,494.86	1,775,013.91	52,301.81
27	Wabash Ry.	1,340,209.27	93,842.32	1,434,051.59	71,328.48	62,815.26	1,293,008.49	19,064.61	1,309,123.01	142,002.92	73,558.76
Total		\$42,569,930.50	\$8,745,045.52	\$51,314,976.02	\$12,223,173.72	\$4,000,397.11	\$47,061,762.38	\$1,750,688.80	\$48,812,451.18	\$11,282,157.10	\$4,798,507.56

\*Credit

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IN IOWA—Continued  
PART 3—YEARS ENDED DECEMBER 31, 1920 AND 1921

Number	Railway Companies	Taxes on Railway Property Year 1920				Taxes on Railway Property Year 1921			
		Amount Charged to "Railway Tax Accruals" in Income			Federal income taxes charged to railway corporation	Amount Charged to "Railway Tax Accruals" in Income			Federal income taxes charged to railway corporation
		Other than U. S. Government taxes	U. S. Government taxes	Grand total		Other than U. S. Government taxes	U. S. Government taxes	Grand total	
1	Atchison, Topeka & Santa Fe Ry.	\$ 7,582,905.02	\$ 3,324,413.37	\$10,907,378.39	\$ 37,159.22	\$ 9,112,983.10	\$ 4,586,723.78	\$13,699,706.88	\$ 46,732.46
2	Atlantic Northern Ry.	1,780.38		1,780.38		2,238.00		2,238.00	2,238.00
3	Chicago, Burlington & Quincy R. R.	6,310,381.06	1,238,104.27	7,548,485.33	800,000.30	7,503,395.33	2,125,172.31	9,628,567.64	1,044,678.61
4	Chicago Great Western R. R.	901,397.47	109,259.57	1,010,657.04	456,589.75	844,627.76		844,627.76	438,418.82
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	12,430,663.13	937,523.04	13,368,186.17	2,067,117.40	104,573.50	8,762,689.30	8,867,262.80	1,170,033.32
7	Chicago & Northwestern Ry.	13,359,354.30	1,329,028.67	14,688,382.97	2,172,332.43	7,954,431.98	509,652.22	8,464,084.20	1,273,001.25
8	Chicago, St. Paul, Minn. & O. Ry.	1,559,619.56	178,809.17	1,738,428.73	58,632.48	1,028,471.31	236,726.75	1,265,198.06	74,073.80
9	Chicago, Rock Island & Pacific Ry.	5,277,481.83	378,387.69	5,655,869.52	1,308,885.80	5,456,557.97	45,966.86	5,502,524.83	1,345,443.07
10	St. Paul & K. C. Short Line R. R.								
11	Keokuk & Des Moines Ry.		9,137.73	9,137.73			8,807.86	8,807.86	1,819.00
12	Colfax Northern Ry.	1,270.51		1,270.51	1,270.51	1,819.00		1,819.00	
13	Thos. W. Griggs R. R. Property								
14	Colfax C. Coal Co.								
15	Davenport, R. I. & North Western Ry.	36,708.79	205.00	37,003.79	21,337.50	38,839.80	295.00	39,134.80	22,781.79
16	Great Northern Ry.	8,371,321.46	1,678,943.61	10,050,265.07	45,549.19	8,284,220.89	7,002.92	8,291,223.81	59,480.91
17	Illinois Central R. R.	6,854,051.33	1,467,051.04	8,321,102.37	430,000.00	7,008,221.57	1,020,813.88	8,029,035.45	572,139.37
18	Dubuque & Sioux City R. R.								
19	Manchester & Oneida Ry.	1,000.48		1,000.48	1,226.80			1,226.80	1,226.80
20	Minneapolis & St. Louis R. R.	673,376.09	64,177.72	737,553.81	272,727.51	778,881.96	19,300.40	798,182.36	345,576.89
21	Muscatine, Bur. & Southern R. R.	7,479.85	768.00	8,247.85	7,479.85	18,236.31	48.50	18,284.81	18,236.31
22	Tabor & Northern R. R.	839.07		839.07	839.07	1,012.72		1,012.72	1,012.72
23	Union Pacific Railroad	3,375,172.18	3,302,940.19	6,678,112.37	70,382.50	3,884,000.43	2,519,902.80	6,403,903.23	91,739.61
24	Wabash Railway	1,359,234.62	100,438.21	1,459,672.83	75,687.32	1,363,500.15	306,890.50	1,670,390.65	85,310.04
Total		\$65,313,839.16	\$12,555,201.30	\$77,869,040.46	\$ 7,988,840.86	\$67,200,355.16	\$11,605,047.90	\$78,805,403.06	\$ 6,595,441.80

\*Credit



TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IN IOWA—Continued

PART 4—YEARS ENDED DECEMBER 31, 1922 AND 1923

Number	Railway Companies	Taxes on Railway Property Year 1922				Taxes on Railway Property Year 1923			
		Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa
		Other than U. S. Government taxes	U. S. Government taxes	Grand total		Other than U. S. Government taxes	U. S. Government taxes	Grand total	
1	Atchison, Topeka & Santa Fe Ry.	\$ 9,387,588.47	\$ 7,637,909.42	\$17,025,497.89	\$ 60,060.77	\$ 9,516,166.01	\$ 9,406,926.13	\$18,923,092.14	\$ 60,005.06
2	Atlantic Northern Ry.	2,137.92		2,137.92	2,137.92	2,144.36		2,144.36	2,144.36
3	Chicago, Burlington & Quincy R. R.	2,222,900.56	2,667,097.46	10,890,006.82	1,232,138.70	7,528,399.94	1,689,754.02	9,208,054.96	1,068,655.71
4	Chicago Great Western R. R.	966,157.63	29,542.36	985,699.99	523,109.68	870,831.23	*14,086.91	884,918.14	427,470.19
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	9,566,230.94	88,446.89	9,654,737.74	1,415,415.88	8,500,292.06	23,887.67	8,524,179.73	1,239,486.40
7	Chicago & Northwestern Ry.	5,245,246.71	752,553.19	5,998,009.90	1,441,185.47	8,309,081.74	907,720.62	9,277,408.06	1,501,613.10
8	Chicago, St. Paul, Minn. & O. Ry.	1,444,614.11	101,478.80	1,546,092.91	77,575.65	1,538,765.06	39,728.20	1,598,506.23	53,413.99
9	Chicago, Rock Island & Pacific Ry.	5,779,153.23	240,544.71	6,019,697.94	1,564,427.53	5,825,081.25	187,368.00	6,012,449.25	1,238,470.63
10	St. Paul & K. C. Short Line R. R.								
11	Keokuk & Des Moines Ry.		12,479.26	12,479.26			18,012.82	18,012.82	
12	Colfax Northern Ry.	1,615.70		1,615.70	1,615.70	1,655.07		1,655.07	1,655.07
13	Thos. W. Griggs R. R. Property								
14	Colfax C. Coal Co.								
15	Davenport, R. I. & North Western Ry.	99,462.90	442.50	99,905.40	55,092.74	45,259.83	*147.50	45,407.33	23,501.96
16	Great Northern Ry.	7,874,095.56	222,788.78	8,097,725.33	73,279.39	7,803,440.63	1,219,785.97	9,113,226.60	73,118.81
17	Illinois Central R. R.	6,949,631.76	4,250,335.32	11,208,967.28	300,715.00	7,706,069.42	1,906,216.02	9,672,915.44	507,708.00
18	Dubuque & Sioux City R. R.								
19	Manchester & Oelids Ry.	1,105.02		1,105.02	1,185.62	1,185.62		1,185.62	1,185.62
20	Minneapolis & St. Louis R. R.	833,667.72	5,208.73	838,876.45	403,221.82	788,138.67	2,744.97	790,883.64	231,461.80
21	Muscatine, Bur. & Southern R. R.	6,976.75		6,976.75	6,976.75	9,000.00		9,000.00	9,000.00
22	Tabor & Northern R. R.	1,516.46		1,516.46	1,516.46	1,169.64		1,169.64	1,169.64
23	Union Pacific Railroad	3,803,464.17	2,947,584.05	6,751,048.22	78,159.00	4,020,875.54	2,786,365.89	6,807,241.43	82,247.60
24	Wabash Railway	2,004,686.00	238,108.40	2,242,794.40	111,039.59	1,974,745.70	496,066.30	2,470,812.00	53,888.86
Total		\$65,181,142.61	\$19,223,910.08	\$84,405,052.69	\$ 7,457,857.74	\$61,233,114.18	\$18,809,619.50	\$80,042,733.68	\$ 6,306,270.04

\*Credit

TABLE 4½—TAXES ON RAILWAY PROPERTY—ENTIRE LINE AND IN IOWA—Continued

PART 5—YEARS ENDED DECEMBER 31, 1924 AND 1925

Number	Railway Companies	Taxes on Railway Property Year 1924				Taxes on Railway Property Year 1925			
		Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa	Amount Charged to "Railway Tax Accruals" in Income			Railway tax accruals—Iowa
		Other than U. S. Government taxes	U. S. Government taxes	Grand total		Other than U. S. Government taxes	U. S. Government taxes	Grand total	
1	Atchison, Topeka & Santa Fe Ry.	\$10,008,235.70	\$ 5,538,354.65	\$15,546,590.35	\$ 22,886.45	\$ 9,092,046.99	\$ 6,214,374.54	\$15,306,421.53	\$ 47,908.76
2	Atlantic Northern Ry.	2,021.32		2,021.32	1,907.66				1,907.66
3	Chicago, Burlington & Quincy R. R.	7,946,832.94	2,065,742.84	10,012,575.78	1,108,884.39	8,342,612.46	2,432,968.71	10,775,581.17	1,083,610.49
4	Chicago Great Western R. R.	963,157.63	12,745.96	945,925.01	440,485.38	967,083.95	32,578.55	1,000,292.53	500,008.98
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	8,885,752.54	128,308.59	9,014,061.13	1,306,447.50	8,933,806.88	*15,002.50	8,938,834.38	1,216,007.33
7	Chicago & Northwestern Ry.	5,245,246.71	964,541.44	6,209,841.71	1,374,376.32	8,046,055.56	1,358,188.59	10,004,224.15	1,299,365.89
8	Chicago, St. Paul, Minn. & O. Ry.	1,479,946.40	135,969.26	1,615,989.66	68,987.15	1,451,485.51	101,513.98	1,553,004.49	68,175.59
9	Chicago, Rock Island & Pacific Ry.	5,715,449.75	608,809.27	6,324,259.02	1,415,316.65	5,804,736.00	798,224.30	6,602,960.30	1,536,879.26
10	St. Paul & K. C. Short Line R. R.								
11	Keokuk & Des Moines Ry.		12,247.12	12,247.12					
12	Colfax Northern Ry.	1,223.08		1,223.08	1,223.08	723.84		723.84	723.84
13	Thos. W. Griggs R. R. Property								
14	Colfax C. Coal Co.								
15	Davenport, R. I. & North Western Ry.	53,542.30		53,542.30	25,822.20	27,739.90	385.09	28,124.99	22,231.50
16	Great Northern Ry.	8,334,015.73	1,922,735.57	10,256,751.30	56,308.93	8,044,712.98	1,737,225.52	9,801,945.50	88,212.21
17	Illinois Central R. R.	8,832,632.02	2,504,066.60	11,336,698.62	409,000.00	8,825,477.00	2,081,007.31	10,907,474.31	476,000.00
18	Dubuque & Sioux City R. R.								
19	Manchester & Oelids Ry.	1,209.77		1,209.77	1,209.77	1,085.91		1,085.91	1,085.91
20	Minneapolis & St. Louis R. R.	736,505.84	439.52	736,945.36	320,329.67	709,833.59	24.81	709,858.40	522,087.78
21	Muscatine, Bur. & Southern R. R.	9,000.00		9,000.00	9,000.00				9,000.00
22	Tabor & Northern R. R.	1,209.28		1,209.28	1,209.28	2,246.05		2,246.05	2,246.05
23	Union Pacific Railroad	4,444,190.73	3,008,572.70	7,452,763.43	85,003.66	3,916,179.49	3,003,507.94	6,979,747.43	81,336.25
24	Wabash Railway	2,024,900.00	1,011,377.12	3,036,277.12	102,725.06	2,105,083.75	1,122,405.92	3,227,579.67	90,441.91
Total		\$68,387,305.28	\$19,244,944.73	\$87,632,250.01	\$ 6,863,450.61	\$67,994,495.52	\$18,936,337.76	\$86,930,833.28	\$ 6,889,378.97

\*Credit

TABLE 5—PROFIT AND LOSS ACCOUNT  
PART 1—CREDITS

Number	Railway Companies	Credit balance at beginning of year	Credit balance from income account	Profit on road equipment sold	Unfundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.	\$ 156,451,694.62	\$21,475,334.30	\$ 6,490.36	\$ 13,815.34	\$ 144,315.01	\$ 118,941.46		\$ 208,210,704.38
2	Atlantic Northern Ry.		3,206.88					\$ 17,172.24	20,378.12
3	Chicago, Burlington & Quincy R. R.	145,161,721.80	3,877,307.97	150,660.33		135,291.00	126,330.54		149,507,211.53
4	Chicago Great Western R. R.	7,609,311.32	628,920.21	4,503.76	10,966.20	11,651.06	9,017.81		8,334,380.29
5	Mason City & Ft. D. R. R.	182,232.28							182,232.28
6	Chicago, Milwaukee & St. Paul Ry.	15,411,098.84	3,410,828.02	25,468.34	30,303.81	239,000.00	70,027.40		15,736,739.29
7	Chicago & North Western Ry.	78,578,536.51	3,410,828.02	99,872.91	108,994.32	109,434.72	1,078,191.33		82,560,183.81
8	Chicago, St. P., Minn. & O. Ry.	5,969,123.62	250,300.35	5,885.01	5,083.97	33,537.55	12,481.16		6,229,216.56
9	Chicago, Rock Island & Pacific Ry.	15,968,566.09	3,102,240.82	29,471.82	4,403.60	84,202.00	103,590.10		19,292,591.78
10	St. Paul & K. C. Short Line R. R.	72,828.84		.75		591.94			73,421.53
11	Colfax Northern Ry. & Property						52.20	107,085.80	107,138.00
12	Colfax Consolidated Coal Co.	87,970.50	5,682.21					11,704.97	91,657.71
13	Davenport, R. I. & N. W. Ry.							5,906.71	5,906.71
14	Great Northern Ry.	91,719,359.04	9,079,000.35	138,708.35	4,832.57	78,280.08	392,293.96		101,358,340.21
15	Illinois Central R. R.	58,129,490.34	17,551,742.66	56,497.48		38,856.22	19,444.77		75,796,131.71
16	Dubuque & Sioux City R. R.					1,858.76		379,532.50	381,411.36
17	Manchester & Oneida Ry.	2,367.83						526.18	4,194.28
18	Minneapolis & St. Louis R. R.			172.78	5,592.63	8,895.61	2,816.90	7,116,297.29	7,134,036.30
19	Tabor & Northern Ry.	6,025.68							6,025.68
20	Union Pacific R. R.	13,118,005.88	12,143,092.72	5,254.10	19,918.14	4,787.02	244,004.01		147,535,951.87
21	Wabash Railway	28,075,381.08	7,946,437.06	3,702.71		83,178.03	300,336.06		36,412,034.84
22	Total	\$ 748,597,346.11	\$ 799,382,954.74	\$ 535,508.40	\$ 190,053.78	\$ 875,061.49	\$ 2,430,428.91	\$ 7,637,953.78	\$ 839,638,294.30

Debit

TABLE 5—PROFIT AND LOSS ACCOUNT—Continued  
PART 2—DEBITS

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriation of surplus	Surplus appropriated for investment in physical property	Debit discount extinguished through surplus	Loss on retired road and equipment	Delayed income debits	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	A., T. & S. F. Ry.				\$144,515.01		\$ 230,763.35	\$2,532,196.81	\$3,996,089.00	\$306,446,630.83	\$308,210,704.38
2	A. N. Ry.	\$ 20,378.12					697,496.80		45,793.15	148,490,630.58	149,357,211.53
3	C. B. & Q. R. R.				11,061.06		24,444.13		19,158.20	8,288,117.00	8,334,380.29
4	C. G. W. R. R.										
5	M. C. & Ft. D. R. R.										
6	C., M. & St. P. Ry.	3,034,611.48			300,000.00	\$283,125.40	137,487.56		319,971.29	10,251,504.75	15,736,739.29
7	C. & N. W. Ry.				109,434.72	62,601.00	1,132,360.73		30,049.21	62,601,847.13	63,396,188.81
8	C., St. P., M. & O. Ry.				\$2,322.51		176,713.52		46,388.51	6,008,654.94	6,229,216.56
9	C., B. I. & P. Ry.				84,202.00	839,916.02	839,002.86	82,135.23	219,878.58	17,218,855.80	19,292,591.78
10	St. P. & K. C.										
11	S. L. R. R.				591.94		15,937.30			58,894.20	73,421.53
12	C. N. Ry.	99,800.00	6,282.21						955.92		107,138.00
13	T. W. Griggs R. Prop.	10,027.42	1,450.80						217.06		11,704.97
14	C. C. C. Co.								\$20,230.46	71,427.25	91,657.71
15	D., R. I. & N. W. Ry.	1,329.00					4,566.78				5,906.71
16	G. N. Ry.			\$20,196.16	130,888.72	3,006.93	1,948,472.02		178,689.01	99,980,627.56	101,358,340.21
17	I. C. R. R.			10,974,578.00	38,856.22		1,329,378.81		294,306.50	64,029,412.18	75,796,131.71
18	D. & S. C. R. R.	379,532.50			1,858.76						381,411.36
19	M. & O. Ry.	4,194.28									4,194.28
20	M. & St. L. R. R.	4,773,270.29	1,905,300.76		5,805.61		278,255.78		68,454.80	6,259.05	7,134,036.30
21	T. & N. Ry.		375.63							6,025.68	6,025.68
22	U. P. R. R.				4,787.02		95,749.22		29,548.51	147,616,307.12	147,535,951.87
23	Wabash Railway				83,178.03		68,578.70		13,845.11	35,660,798.75	36,412,034.84
24	Total	\$ 9,223,273.97	\$ 9,913,227.50	\$12,679,835.41	\$918,192.17	\$1,182,647.95	\$ 707,875.06	\$2,450,038.58	\$5,307,469.88	\$894,175,719.24	\$839,638,294.30

\*Credit.

\*Includes \$16,014.81 of miscellaneous appropriations of surplus.

\*Surplus applied to sinking and other reserve funds.



TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE  
PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train
1	Atchison, Topeka & Santa Fe Ry.	\$ 141,300,105.40	\$ 39,302,337.99	\$ 437,874.97		\$ 57,236.32	\$ 4,517,055.54	\$ 5,717,431.31	\$ 1,289,091.39
2	Atlantic Northern Ry.	31,572.40	1,586.28	36.76			1,011.24	1,017.46	
3	Chicago, Burlington & Quincy R. R.	118,670,808.08	25,116,338.38	234,907.35		1,765.75	4,188,505.54	3,911,481.37	544,520.25
4	Chicago Great Western R. R.	18,844,285.03	3,637,610.74	31,162.68		16,057.35	413,887.84	534,513.53	31,069.08
5	Mason City & Fort Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	125,671,634.38	19,990,173.97	159,830.30	\$ 1,536,572.17	68,332.60	2,999,898.72	4,026,506.00	119,739.02
7	Chicago & North Western Ry.	104,888,463.38	20,769,125.96	221,443.62		215,885.93	2,908,027.61	4,022,832.24	601,500.19
8	Chicago, St. P., Minn. & O. Ry.	19,506,922.92	5,232,636.47	64,328.60		19,118.04	496,056.72	705,814.72	95,885.84
9	Chicago, Rock Island & Pacific Ry.	91,079,701.61	23,461,746.32	216,300.27		35,748.09	2,400,061.63	3,422,165.88	489,650.45
10	St. Paul & K. C. Short Line R. R.								
11	Colfax Northern Ry.	4,182.23	460.00						
12	Thos. W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Davenport, R. I. & N. W. Ry.								
15	Great Northern Ry.	90,008,762.88	13,955,711.95	141,495.80	31,246.36	82,538.98	2,901,946.04	2,127,704.98	51,434.25
16	Illinois Central R. R.	117,239,588.90	24,747,702.59	160,428.16		69,229.88	2,219,785.65	3,628,236.55	501,957.09
17	Dubuque & Sioux City R. R.								
18	Manchester & Oelids Ry.	17,649.89	1,433.34	21.23			804.85	403.56	
19	Minneapolis & St. Louis R. R.	13,021,838.22	1,251,263.16	11,888.46			285,348.02	261,619.63	5,601.96
20	Tabor & Northern Ry.	18,166.63	1,379.00	31.88			756.03	1,610.16	
21	Union Pacific R. R.	82,764,008.09	16,678,714.17	224,107.20		247.23	2,869,526.85	3,008,456.91	716,558.45
22	Wabash Railway	55,329,533.48	9,364,485.87	74,219.32		23,334.71	821,242.85	1,849,683.77	63,866.38
	Total	\$ 979,616,243.20	\$ 200,488,846.31	\$ 2,043,700.66	\$ 1,567,819.03	\$ 500,879.98	\$ 87,014,385.16	\$ 32,349,508.41	\$ 4,511,295.25

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued  
PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue					Incidental Operating Revenue		
		Milk	Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges
1	Atchison, Topeka & Santa Fe Ry.		\$ 1,422,286.84	\$ 87,469.72	\$ 9,472.02	\$ 194,149,411.50			\$ 409,423.20
2	Atlantic Northern Ry.					35,224.14			
3	Chicago, Burlington & Quincy R. R.	1,019,291.91	2,551,061.77	57,577.15	2,305.00	156,318,522.55	\$ 929,696.01	\$ 101,246.36	31,885.52
4	Chicago Great Western R. R.	240,827.12	288,066.80	11,520.00	175.00	24,649,742.93	111,390.33	4,027.36	9,991.56
5	Mason City & Fort Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	1,415,182.60	3,306,541.52	55,647.25	34,384.15	159,290,037.37	743,338.29		72,720.15
7	Chicago & North Western Ry.	2,725,745.95	3,014,430.13	69,650.09	30,288.60	145,589,535.11	765,523.84		127,867.59
8	Chicago, St. P., Minn. & O. Ry.	65,644.85	305,867.21	19,749.96	234.03	39,406,234.36	125,065.61	\$ 4,254.66	7,797.70
9	Chicago, Rock Island & Pacific Ry.		894,568.81	34,894.60	8,140.30	122,043,046.96	795,856.90	42,611.56	189,633.60
10	St. Paul & K. C. Short Line R. R.								
11	Colfax Northern Ry.		189.25			4,801.45			
12	Thos. W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Davenport, R. I. & N. W. Ry.								
15	Great Northern Ry.	615,743.76	889,152.15	65,828.00	1,801.26	119,963,696.86	692,243.72	147,046.16	14,279.34
16	Illinois Central R. R.	596,215.93	1,872,377.55	57,276.22		151,029,458.52	816,419.97	222,234.06	239,301.45
17	Dubuque & Sioux City R. R.								
18	Manchester & Oelids Ry.		240.00			30,562.46			
19	Minneapolis & St. Louis R. R.		149,067.98	2,870.00		14,990,615.44		1,500.00	3,266.98
20	Tabor & Northern Ry.	522.06	2,761.50			55,337.86			
21	Union Pacific R. R.	284,633.96	465,986.96	27,174.94		107,609,414.77	1,240,887.63	911,451.15	73,463.77
22	Wabash Railway	33,927.62	1,236,304.11	12,883.70	2,020.51	68,811,562.32	319,723.94		21,757.02
	Total	\$ 6,970,765.16	\$16,318,368.62	\$ 499,871.62	\$ 888,691.26	\$ 1,280,953,994.61	\$ 6,524,125.14	\$ 1,438,461.66	\$ 1,261,837.08

TABLE 3—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued  
PART 3—INCIDENTAL OPERATING REVENUES—Continued

Number	Railway Company	Storage			Demurrage	Telegraph and telephone	Grain elevators	Stockyard	Power
		Parcel room	Freight	Baggage					
1	Atchison, Topeka & Santa Fe Ry.	\$ 5,066.80	\$ 70,409.71	\$ 38,514.37	\$ 387,051.91	\$ 342,011.95		\$ 204,038.06	\$ 2,507.20
2	Atlantic Northern Ry.		9.11		44.00				85,377.25
3	Chicago, Burlington & Quincy R. R.	14,826.60	62,650.49	14,847.80	390,561.02	298,088.57		298,977.45	2,506.20
4	Chicago Great Western R. R.	431.80	22,389.86	1,106.50	71,087.24	1,123.07			2,506.20
5	Mason City & Port Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	675.90	78,055.90	15,273.45	524,211.15				
7	Chicago & North Western Ry.	55,821.95	87,908.85	21,113.73	519,294.08	117,804.27		86,408.75	2,511.60
8	Chicago, St. P., Minn. & O. Ry.	2,049.88	18,126.45	888.44	69,061.68			29,480.13	
9	Chicago, Rock Island & Pacific Ry.	30,000.14	54,032.51	18,394.89	303,208.95	29,837.08		43,508.22	2,500.18
10	St. Paul & K. C. Short Line R. R.								
11	Colfax Northern Ry.				12.00				
12	Thos. W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Davenport, R. I. & N. W. Ry.	240.40	719.52		3,501.00				
15	Great Northern Ry.	32,216.16	59,789.01	21,508.88	197,590.47	180,502.44			44,030.55
16	Illinois Central R. R.	46,010.14	130,408.16	15,678.62	488,064.09				
17	Dubuque & Sioux City R. R.								
18	Manchester & Oquida Ry.				407.00				
19	Minneapolis & St. Louis R. R.	.20	5,146.73	155.88	46,713.84	1,309.70			
20	Tabor & Northern Ry.		17.05		62.00	399.05			
21	Union Pacific R. R.	1,005.14	22,599.22	16,708.61	164,814.00	142,450.12			2,271.30
22	Wabash Railway	2,185.49	25,849.29	1,283.79	239,278.51				2,606.21
	Total	\$ 190,530.45	\$ 637,526.95	\$ 163,744.40	\$ 3,419,661.42	\$ 1,100,235.25		\$ 657,511.60	\$ 61,795.34

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE—Continued

PART 4—INCIDENTAL OPERATING REVENUE—Continued—JOINT FACILITY OPERATING REVENUES—AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue			Joint Facility Operating Revenue			Total railway operating revenues
		Rents of buildings and other property	Miscellaneous	Total incidental operating revenues	Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Ry.	\$ 67,126.94	\$ 474,076.06	\$ 2,009,216.21	\$ 276,819.09	\$ 46,389.88	\$ 230,429.21	\$ 196,439,066.92
2	Atlantic Northern Ry.			53.11				85,377.25
3	Chicago, Burlington & Quincy R. R.	120,575.59	222,616.76	2,459,108.46	305,000.30	15,513.36	347,486.94	150,155,177.06
4	Chicago Great Western R. R.	12,246.59	35,117.37	271,507.87	189,027.01	8,117.54	181,509.47	24,502,760.27
5	Mason City & Port Dodge R. R.							
6	Chicago, Milwaukee & St. Paul Ry.	163,963.50	453,749.64	2,258,992.81	473,404.60	1,801.89	471,602.77	162,020,092.95
7	Chicago & North Western Ry.	309,805.06	1,000,652.12	2,975,566.84	51,251.19	19,094.01	32,167.18	148,538,209.13
8	Chicago, St. P., Minn. & O. Ry.	6,092.86	44,169.82	273,497.36	113,857.04	30,455.42	83,401.62	35,550,133.24
9	Chicago, Rock Island & Pacific Ry.	70,022.82	151,726.40	1,729,438.25	943,276.17	17,106.67	926,169.50	134,388,072.71
10	St. Paul & K. C. Short Line R. R.							
11	Colfax Northern Ry.			12.00				4,873.48
12	Thos. W. Griggs R. R. Property							
13	Colfax Consolidated Coal Co.							
14	Davenport, R. I. & N. W. Ry.		2,074.04	6,984.13		126,467.11	126,467.11	
15	Great Northern Ry.	166,408.05	2,169,147.56	3,724,766.13	307,298.26	70,771.43	236,486.83	114,924,959.22
16	Illinois Central R. R.	85,071.15	400,698.82	2,443,870.85	107,963.82	88,137.42	19,826.40	132,509,125.27
17	Dubuque & Sioux City R. R.							
18	Manchester & Oquida Ry.			407.00				20,969.46
19	Minneapolis & St. Louis R. R.	1,406.46	11,602.38	71,191.70	13,210.70	141.70	13,069.00	15,074,273.14
20	Tabor & Northern Ry.			678.10				25,735.96
21	Union Pacific R. R.	53,212.67	243,687.39	2,822,559.30	223,914.19	34,406.85	189,417.34	110,121,391.41
22	Wabash Railway	15,708.99	124,704.70	763,487.85	333,373.62	62.80	333,310.82	69,910,300.90
	Total	\$ 1,082,235.55	\$ 5,394,569.08	\$ 21,941,217.87	\$ 3,102,055.50	\$ 461,548.08	\$ 2,640,507.42	\$ 1,306,535,719.95

\*Debit



TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE  
PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train	Milk
1	Atchison, Topeka & Santa Fe Ry.	\$ 1,006,887.30	\$ 279,210.33	\$ 3,103.91			\$ 41,185.61	\$ 49,501.45	\$ 11,910.02	
2	Atlantic Northern Ry.	51,572.40	1,566.28	36.76			1,011.24	1,017.46		
3	Chicago, Burlington & Quincy R. R.	11,618,415.44	3,423,361.31	35,214.52			1,045,869.84	382,951.62	60,635.34	\$ 157,502.96
4	Chicago Great Western R. R.	9,573,357.30	2,021,352.44	19,115.15			\$ 6,771.99	233,039.19	12,113.93	\$ 50,546.47
5	Mason City & Fort Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.	20,945,486.00	2,657,600.24	39,806.82	\$ 189,109.60	1,200.40	445,973.50	502,748.47	6,101.95	\$ 148,579.92
7	Chicago & North Western Ry.	22,707,354.95	6,317,785.32	71,289.08		21,460.04	886,197.47	904,770.04	175,834.00	\$ 184,376.00
8	Chicago, St. P., Minn. & O. Ry.	2,300,654.76	401,879.05	4,954.08		1,750.07	34,230.29	46,245.41	9,417.40	\$ 14,880.00
9	Chicago, Rock Island & Pacific Ry.	30,006,591.05	5,830,819.32	67,374.00			664,330.65	861,327.02	93,645.02	
10	St. Paul & K. C. Short Line R. R.									
11	Colfax Northern Ry.	4,182.33	490.00							
12	Thos. W. Griggs R. R. Property									
13	Colfax Consolidated Coal Co.									
14	Davenport, R. I. & N. W. Ry.									
15	Great Northern Ry.	844,508.29	49,005.42	505.57			18,011.09	5,328.50	183.49	\$ 14,200.41
16	Illinois Central R. R.	7,907,276.78	1,748,310.49	13,131.75		2,480.00	230,112.18	320,966.22	15,154.57	\$ 56,964.19
17	Dubuque & Sioux City R. R.									
18	Manchester & Oquida Ry.	17,640.50	1,433.24	21.23			804.85	405.55		
19	Minneapolis & St. Louis R. R.	5,900,397.57	556,282.06	6,672.08			145,544.94	130,897.17	2,988.07	
20	Tabor & Northern Ry.	18,166.62	1,370.60	31.88			758.06	1,610.16		
21	Union Pacific R. R.	162,229.18	18,511.40	288.84			5,347.72	2,038.46	292.40	\$ 652.00
22	Wabash Railway	1,140,038.89	291,671.67	2,330.42			62,951.13	37,866.25	3,802.50	\$ 4,214.12
	Total	\$ 104,476,272.06	\$ 23,601,347.19	\$ 253,970.15	\$ 189,109.60	\$ 333,732.88	\$ 3,815,285.66	\$ 3,602,081.05	\$ 304,550.06	\$ 668,354.00

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued  
PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage	
										Freight	Baggage
1	Atchison, Topeka & Santa Fe Ry.	\$ 700.05		\$ 108.17	\$ 1,482,676.34			\$ 3,516.00	\$ 171.70	\$ 126.33	\$ 199.44
2	Atlantic Northern Ry.				35,224.14					9.11	
3	Chicago, Burlington & Quincy R. R.	128,410.51	11,214.95		16,868,979.61	\$ 99,076.49		7,281.96	1,569.90	9,117.51	1,801.42
4	Chicago Great Western R. R.	85,835.18	8,348.30	25.00	12,300,879.74	51,534.58		5,637.12	334.10	3,809.67	645.41
5	Mason City & Fort Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry.	149,111.41	15,984.80	727.88	25,177,021.46	69,044.68		10,975.02	111.06	10,223.59	999.37
7	Chicago & North Western Ry.	167,650.22	6,014.01	267.02	31,552,596.00	229,083.56		11,457.48	573.00	12,104.76	2,436.51
8	Chicago, St. P., Minn. & O. Ry.	9,733.24	114.75		2,823,908.79	7,806.37		938.44		553.96	164.52
9	Chicago, Rock Island & Pacific Ry.	114,305.72	8,761.79		27,607,055.20	184,774.97		36,412.15	114.70	16,401.77	4,886.84
10	St. Paul & K. C. Short Line R. R.										
11	Colfax Northern Ry.	189.25			4,861.48						
12	Thos. W. Griggs R. R. Property										
13	Colfax Consolidated Coal Co.										
14	Davenport, R. I. & N. W. Ry.	60,217.12			60,217.12			315.18	233.66	621.74	
15	Great Northern Ry.	32,442.01			964,839.42			70.29	391.10	164.27	45.72
16	Illinois Central R. R.	84,502.79	6,076.71		10,478,000.57	32,301.30		11,715.52	72.10	5,112.46	557.56
17	Dubuque & Sioux City R. R.										
18	Manchester & Oquida Ry.	240.00			20,532.46						407.00
19	Minneapolis & St. Louis R. R.	56,094.70	2,737.94		6,776,115.13			1,564.13		2,530.98	112.53
20	Tabor & Northern Ry.	2,761.50			25,257.86					17.05	
21	Union Pacific R. R.	465.99	194.91		189,405.84	1,240.89	911.4	73.46	1.01	25.00	16.71
22	Wabash Railway	10,548.00			1,553,431.09	6,907.32		1,294.96	20.25	402.92	11.00
	Total	\$ 908,307.05	\$ 67,423.16	\$ 654.05	\$ 138,061,833.15	\$ 701,919.76	\$ 911.45	\$ 30,371.77	\$ 3,580.51	\$ 61,369.62	\$ 12,206.33

\*Debit

TABLE 6A—RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE—Continued  
PART 3—INCIDENTAL OPERATING REVENUE—Continued—AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues						Joint Facility			Total railway operating revenues
		Demurrage	Telegraph and telephone	Power	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenues	
1	Aetehison, Topeka & Santa Fe Ry.	\$ 2,246.00	\$ 255.15		\$ 500.10	\$ 33,461.44	\$ 40,476.28				\$ 1,522,122.02
2	Atlantic Northern Ry.	44.00				53.11	97.11				35,277.25
3	Chicago, Burlington & Quincy R. R.	35,737.24	33,411.12		11,861.07	32,709.26	232,502.99	\$ 36,006.30	\$ 10,932.44	\$ 25,073.86	17,151,613.36
4	Chicago Great Western R. R.	15,631.30	793.44		840.68	10,040.19	89,376.39	100,028.25	4,282.00	95,746.25	12,486,002.38
5	Mason City & Fort Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry.	53,448.65	14,539.50	\$ 240.40	6,174.44	33,951.12	204,728.20	146,088.28	212.41	146,285.87	35,528,035.53
7	Chicago & North Western Ry.	29,340.81			35,441.16	34,930.54	354,357.92	9,901.77	11,088.81	*1,707.04	31,905,527.48
8	Chicago, St. P., Minn. & O. Ry.	5,724.00			30.00	6,955.74	21,580.02	8,101.69	4,004.65	4,097.01	2,849,583.82
9	Chicago, Rock Island & Pacific Ry.	57,062.55	8,005.65	*10,904.35	8,028.34	23,309.14	352,078.56	1,633.59	3,600.93	*1,967.34	29,047,156.45
10	St. Paul & K. C. Short Line R. R.	12.00									
11	Colfax Northern Ry.						12.00				4,873.45
12	Thos. W. Griggs R. R. Property										
13	Colfax Consolidated Coal Co.										
14	Davenport, R. I. & N. W. Ry.	1,234.00				1,839.27	4,243.79		70,400.91	*70,400.91	6,819,961.77
15	Great Northern Ry.	1,942.00	339.65		5,225.30	1,685.10	9,892.73	210.07	19,804.19	*19,684.12	955,038.09
16	Illinois Central R. R.	13,831.00			2,502.14	40,387.01	129,569.09	806.46	935.82	1,102.28	10,005,732.24
17	Dubuque & Sioux City R. R.						407.00				20,959.46
18	Manchester & Oelwein Ry.										
19	Minneapolis & St. Louis R. R.	15,869.53	1,049.24		349.20	3,796.04	24,958.45	775.41	85.00	*112.01	30,959.46
20	Tabor & Northern Ry.	62.00	399.06				478.10				
21	Union Pacific R. R.	164.81	142.46	2.27	53.21	243.09	2,872.56	223.92	34.50	189.42	199,467.83
22	Wabash Railway	1,908.36			4.90	2,641.00	15,341.32	45,803.83		45,803.83	1,612,576.21
	Total	\$234,165.15	\$69,614.72	\$11,147.02	\$71,600.37	\$230,947.01	\$1,477,068.71	\$349,132.65	\$124,768.65	\$224,364.00	\$ 130,763,705.89

\*Debit  
\*Stockyard  
\*Credit

TABLE 7—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—ENTIRE LINE

Number	Railway Companies	Maintenance of way and structures	Maintenance of equipment	Traffic	Transportation—rail-line	Miscellaneous	General	Transportation for investment—credit	Grand total railway operating expenses	Operating ratio per cent
1	A. T. & S. F. Ry.	\$ 27,134,289.19	\$ 38,976,411.22	\$ 4,068,128.80	\$ 60,663,849.71	\$ 184,789.62	\$ 4,504,856.13	\$ 724,857.67	\$134,797,467.00	68.02
2	Atlantic Northern Ry.	9,730.95	2,468.86	399.25	14,759.42		1,620.23		28,978.94	82.17
3	C. B. & Q. R. R.	19,737,011.34	33,000,450.12	2,003,579.69	55,001,562.89	1,387,032.11	4,265,866.83	702,005.76	116,671,868.12	73.31
4	Chicago Great Western R. R.	3,462,377.74	4,849,979.49	884,101.95	9,803,837.76	174,221.31	672,533.27	14,333.46	19,812,718.03	80.86
5	M. O. & Ft. D. R. R.									
6	C. M. & St. P. Ry.	22,141,246.44	39,680,380.26	2,720,644.82	61,074,467.86	978,601.58	4,114,563.67	260,402.35	130,449,632.28	80.51
7	Chicago & North Western Ry.	20,988,336.09	30,613,191.90	2,143,148.71	56,955,669.91	1,067,938.57	4,005,019.55	237,209.66	115,626,065.58	77.84
8	C. St. P., Minn. & O. Ry.	3,094,535.19	4,851,283.23	469,927.25	11,472,134.79	155,019.75	805,317.30	48,590.43	21,480,708.40	80.00
9	C. R. I. & P. Ry.	14,890,101.89	27,455,742.94	2,732,309.94	47,390,717.55	1,104,223.61	3,352,383.30	839,682.78	96,541,696.04	77.37
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.	1,455.80	1,255.20	55.56	4,667.21		1,680.14		9,113.91	187.01
12	T. W. Griggs R. R. Prop.									
13	Colfax Cons. Coal Co.									
14	D. R. I. & N. W. Ry.	14,207,715.13	17,200,491.77	2,354,082.70	38,406,288.00	1,441,077.67	2,002,601.45	543,395.00	75,867,288.25	66.81
15	Great Northern Ry.	22,621,661.69	34,386,924.50	2,708,883.25	53,890,552.04	1,281,798.87	3,874,991.79	870,554.14	117,904,256.00	76.81
16	Illinois Central R. R.									
17	Dubuque & Sioux City R. R.	5,105.03	1,106.93	899.19	12,613.09		216.84		20,099.61	95.89
18	Manchester & Oelwein Ry.	2,442,590.73	3,254,075.19	339,109.54	6,571,800.63	2,774.86	566,580.58	8,824.29	13,220,167.54	87.70
19	Minn. & St. Louis R. R.	6,102.84	1,824.77		10,970.13		1,215.24		29,119.98	78.17
20	Tabor & Northern Ry.	12,792,333.69	21,020,232.69	1,333,300.06	29,699,866.42	2,208,656.29	3,394,526.45	*628.99	71,009,421.26	65.72
21	Union Pacific R. R.	9,311,985.20	12,348,290.72	1,816,543.44	25,431,802.96	387,690.58	1,948,502.75	164,424.02	51,060,423.82	73.07
22	Wabash Railway									
	Total	\$173,800,869.67	\$200,078,734.47	\$25,145,074.63	\$456,571,355.23	\$10,582,295.92	\$4,064,471.08	\$4,751,781.32	\$961,900,019.58	73.00

\*Debit.



TABLE 7A—RAILWAY OPERATING EXPENSES AND OPERATING RATIO—WITHIN THE STATE

Number	Railway Companies	Maintenance of way and structures	Maintenance of equipment	Traffic	Transportation rail line	Miscellaneous	General	Transportation for investment credit	Grand total railway operating expenses	Operating ratio %
1	A. T. & S. P. Ry.	\$ 178,170.02	\$ 300,337.53	\$ 32,550.60	\$ 674,580.93		\$ 49,125.42	\$ 4,106.83	\$ 1,200,667.07	84.74
2	Atlantic Northern Ry.	9,730.96	2,468.86	389.29	14,759.42		1,639.22		28,978.74	82.17
3	C. B. & Q. R. R.	2,630,349.66	4,197,235.14	443,201.85	6,780,504.50	\$ 137,472.26	608,081.00	86,034.07	14,736,800.43	85.92
4	Chi. Great Western Ry.	1,816,854.20	2,508,364.17	466,363.78	5,171,524.42	91,901.74	354,761.30	7,560.90	10,451,208.77	83.70
5	M. C. & P. D. R. R.									
6	Chi., Mil. & St. P. Ry.	3,385,181.02	7,016,578.47	474,506.08	9,884,387.19	84,778.49	703,393.34	18,330.41	21,630,734.18	84.73
7	Chi. & North Western Ry.	4,023,726.05	7,384,706.25	511,746.93	10,533,121.54	115,115.14	833,224.44	58,275.75	23,503,435.50	73.96
8	Chi., St. P., M. & O. Ry.	274,304.42	379,075.67	31,126.46	873,029.49	16,056.21	68,970.73	3,690.88	1,638,941.13	37.52
9	Chi., R. I. & P. Ry.	3,537,446.42	6,492,923.17	965,251.44	10,807,839.76	210,600.25	848,067.33	140,842.38	22,452,466.02	80.05
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.	1,455.86	1,255.20	55.56	4,607.21		1,680.14		9,113.91	187.01
12	T. W. Griggs R. R. Prop.									
13	Colfax Con. Coal Co.									
14	D. R. I. & N. W. Ry.	53,793.92	14,083.23		104,688.09		7,000.83	189,228.47		
15	Great Northern Ry.	129,562.69	100,496.41	23,118.14	337,375.00		25,178.53	562.24	675,139.18	70.69
16	Illinois Central R. R.	2,179,005.92	2,945,774.57	271,547.58	4,514,153.83	87,604.10	406,459.45	25,868.25	10,375,687.15	97.83
17	D. & S. C. R. R.									
18	Manchester & Oneida Ry.	5,103.60	1,103.93	599.19	12,612.99		316.84		20,099.65	95.80
19	Minn. & St. L. R. R.	1,300,106.01	1,684,874.49	199,786.63	3,124,572.08		209,121.73	7,729.28	6,579,734.71	96.48
20	Tabor & Northern Ry.	6,109.84	1,824.77		10,970.13		1,215.24		20,119.98	78.17
21	Union Pacific R. R.	38,377.15	64,800.67	5,799.00	80,009.42	6,025.97	10,153.57	1.59	214,828.27	111.62
22	Wabash Railway	400,304.31	438,425.07	78,082.21	1,011,712.24	8,431.35	95,102.13	604.06	2,100,913.25	130.28
	Total	\$30,050,032.04	\$33,904,440.60	\$ 3,204,964.50	\$52,709,509.00	\$ 1,103,205.94	\$ 4,284,772.37	\$ 363,297.13	\$115,818,978.54	
	Operating ratio, all roads combined									82.87

\*Debit.

TABLE 8—SECURITIES HELD AS INVESTMENTS

## PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT

Number	Railway Companies	Non-Carrier Companies				Carrier Companies			
		Pledged		Unpledged		Pledged		Unpledged	
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year
1	A. T. & S. P. Ry.	\$ 4,198,000.00	\$ 200,000.00	\$10,182,002.00	\$ 5,272,680.72	\$ 42,101,833.33	\$ 37,866,151.42	\$ 134,992,361.77	\$ 96,452,367.30
2	Atlantic Northern Ry.								
3	C. B. & Q. R. R.			5,406,787.33	5,764,072.91	34,177,066.66	21,917,414.96	15,315,400.49	10,519,320.94
4	Chi. Great Western Ry.	48,700.00	182,700.00	778,093.42	917,493.42	44,331,285.00	11,501,824.42	369,703.76	415,604.57
5	M. C. & P. D. R. R.	100,000.00	100,000.00						
6	Chi., Mil. & St. P. Ry.			900,000.00	616,550.30	482,833.33	408,833.33	11,736,060.10	4,713,965.96
7	Chi. & North Western Ry.			4,700,000.00	345,000.00			18,377,482.64	12,368,735.58
8	Chi., St. P., M. & O. Ry.							845,900.00	300,500.00
9	Chi., R. I. & P. Ry.	4,280,311.42	1,680,313.42	369,719.30	704,783.00	43,323,158.84	42,519,049.59	16,709,816.73	6,842,868.11
10	St. P. & K. C. S. L. R. R.								
11	Colfax Northern Ry.								
12	T. W. Griggs R. R. Prop.								
13	Colfax Con. Coal Co.								
14	D. R. I. & N. W. Ry.								
15	Great Northern Ry.			4,785,000.00	4,332,944.99	119,372,700.00	144,968,036.82	88,307,108.29	70,518,836.85
16	Illinois Central R. R.			16,947,675.00	16,630,822.00	42,632,000.00	34,028,402.48	62,004,108.10	54,502,025.81
17	D. & S. C. R. R.							6,000,000.00	2,830,440.63
18	Manchester & Oneida Ry.								
19	Minn. & St. L. R. R.	40,700.00	361,834.82			305,600.00	2.00	105,600.00	106,600.00
20	Tabor & Northern Ry.								
21	Union Pacific R. R.			14,565,667.37	12,827,169.15	4,000,000.00	3,800,000.00	229,733,425.21	267,175,212.08
22	Wabash Railway			900,000.00	650,002.00	2,389,833.00	2,021,796.00	7,339,243.00	3,801,970.00
	Total	\$ 8,667,711.42	\$ 2,278,848.24	\$59,654,936.11	\$48,145,197.58	\$ 333,162,200.66	\$ 299,723,095.01	\$ 602,228,111.88	\$ 539,731,043.81

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS IN SECURITIES MADE DURING YEAR

Number	Railway Companies	Non-affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged		Par value of securities acquired	Book value at close of year	Cost
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year			
1	Atchison, Topeka & Santa Fe Ry.	\$ 24,734.90	\$ 65,711.00	\$ 15,599,400.65	\$ 15,503,306.25	\$ 30,803,872.50	\$ 32,688,222.30	\$ 32,688,222.30
2	Atlantic Northern Ry.							
3	Chicago, Burlington & Quincy R. R.			8,000,706.05	8,071,723.46	8,707,006.13	8,771,321.41	8,772,370.51
4	Chicago Great Western R. R.	21,900.00	9,601.00	2,084,356.41	2,018,827.37	500,000.00	589,781.25	543,781.25
5	Mason City & Ft. Dodge R. R.							
6	Chicago, Milwaukee & St. Paul Ry.			548,680.27	548,610.64	50,541.69	40,281.60	40,281.60
7	Chicago & North Western Ry.			4,492,000.00	4,128,827.05	216,500.00	307,482.01	317,705.14
8	Chicago, St. Paul, Minn. & Omaha Ry.			2,535.03	2,532.00	2,500.00	2,497.66	2,520.54
9	Chicago, Rock Island & Pacific Ry.			585,728.38	167,251.11	18,765,169.75	18,950,140.45	18,890,151.14
10	St. Paul & Kansas City S. L. R. R.							
11	Colfax Northern Ry.							
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal Co.							
14	Dav., Rock Island & Northwestern Ry.							
15	Great Northern Ry.	1,025,000.00	1,619,480.00	3,053,313.85	3,382,611.11	*1,329,905.04	*1,570,836.93	*1,570,841.97
16	Illinois Central R. R.			10,212,960.49	10,225,936.07	8,566,947.00	8,614,886.00	8,614,697.00
17	Dubuque & Sioux City R. R.			670.00	1.00	236,500.00	198,067.00	198,067.00
18	Manchester & Oneida Ry.							
19	Minneapolis & St. Louis R. R.							
20	Tabor & Northern Ry.							
21	Union Pacific R. R.	25,000,000.00	25,068,949.25	118,238,687.08	118,231,704.23	37,504,800.00	32,858,677.04	33,850,421.48
22	Wabash Ry.	1,200,000.00	1.00	289,161.00	43,620.00	6,100,104.00	3,705,649.00	3,707,123.00
	Total	\$23,571,634.90	\$36,763,542.25	\$163,247,188.22	\$162,234,931.88	\$119,029,906.11	\$104,199,431.81	\$104,042,508.08

\*Securities issued reacquired during year \$633,000.00.

TABLE 8—SECURITIES HELD AS INVESTMENTS—Continued

PART 3—SECURITIES DISPOSED OF DURING YEAR AND SECURITIES AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NON-REPORTING SUBSIDIARIES AND STOCKS AND LONG TERM DEBT OF RESPONDENT RETIRED AND CANCELLED DURING YEAR

Number	Railway Companies	Securities Disposed of During Year			Securities and Other Intangibles Owned or Controlled			Stocks and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which securities and subsidiary's books at close of year	Year acquired	Par value
1	Atchison, Topeka & Santa Fe Ry.	\$ 57,081,841.19	\$24,907,731.64	\$24,164,423.80	\$18,206,130.65	\$11,583,476.83	\$20,036,476.83	1925	\$ 36,300.00
2	Atlantic Northern Ry.							1925	608,000.00
3	Chicago, Burlington & Quincy R. R.	10,865,222.98	10,926,616.80	10,931,808.51				1925	192,582.08
4	Chicago Great Western R. R.	506,088.36	506,381.00	508,177.97					
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	93,005.80	93,005.80	93,005.80				Various	2,315,000.00
7	Chicago & North Western Ry.	92,236.01	91,994.53	91,994.53				Various	5,437,470.00
8	Chicago, St. Paul, Minn. & Omaha Ry.	54,002.59	54,003.62	54,002.59				1925	302,800.00
9	Chicago, Rock Island & Pacific Ry.	15,727,159.37	11,400,761.47	13,829,215.00				1925	2,813,567.80
10	St. Paul & Kansas City S. L. R. R.							1925	75,000.00
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal Co.								
14	Dav., Rock Island & Northwestern Ry.								
15	Great Northern Ry.	527,998.09	404,162.08	334,177.49	4,017,098.33	4,071,239.82	4,071,234.35	1925	1,466,300.00
16	Illinois Central R. R.	43,973.31	56,830.31	35,534.80	30,111,441.87	25,310,470.57	22,512,671.10	Various	7,607,051.08
17	Dubuque & Sioux City R. R.								
18	Manchester & Oneida Ry.								
19	Minneapolis & St. Louis R. R.							1925	492,000.00
20	Tabor & Northern Ry.								
21	Union Pacific R. R.	18,792,870.64	17,065,012.36	10,802,558.96	17,550,650.00	19,475,173.00	14,665,002.22	Various	833,000.00
22	Wabash Ry.							Various	7,569,183.00
	Total	\$101,784,707.57	\$65,500,542.70	\$60,843,899.54	\$70,275,230.85	\$67,440,364.03	\$61,287,445.05		\$29,905,214.56



TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE  
PART 1—INVESTMENTS

Number	Railway Companies	Investment in road and equipment	Improvements on leased railway property	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			
							Stocks	Bonds	Notes	Advances
1	A. T. & S. F. Ry.	\$ 777,410,003.44	\$ 2,650,905.38	\$ 233.32		\$ 4,956,797.70	\$ 28,004,133.41	\$ 55,900,444.92	\$ 54,947,619.11	\$ 47,104,771.65
2	Atlantic Northern Ry.	143,184.01						1,510,304.82	5,357,187.84	7,139,653.80
3	C. B. & Q. R. R.	573,549,832.00			\$ 11,906.44	966,031.30	31,387,416.14		881,297.18	7,239,984.90
4	Chl. Great Western Ry.	125,869,375.21	61,516.28			127,874.17	1,323,325.23	11,306,000.00		
5	M. C. & P. D. R. R.	45,309,706.05				16,016.08	100,000.00			
6	Chl. Mil. & St. P. Ry.	705,232,532.67		27,608.24		4,748,577.37	4,355,810.20	674,000.00	692,886.30	8,203,820.84
7	Chl. & North Western Ry.	207,370,604.00				16,201.73	12,066,405.44	128,247.50	519,082.64	31,619.22
8	C. St. P. M. & O. Ry.	88,508,172.39			5,514.72	382,435.02	212,500.00	118,000.00		40,154.90
9	Chl. R. I. & P. Ry.	310,044,781.19	11,014,835.23			588,670.41	27,013,488.38	24,400,942.77	182,527.00	21,827,047.80
10	St. P. & K. C. S. L. R. R.	16,374,722.57								
11	Colfax Northern Ry.	250.91	555.58							
12	T. W. Griggs R. R. Prop.	52,147.38								
13	Colfax Con. Coal Co.	79,119.64								
14	D. R. I. & N. W. Ry.	3,689,409.37								
15	Great Northern Ry.	472,737,118.01	130,805.75	861.61	36,102.15	4,466,752.13	190,340,829.87	20,818,000.50	2,611,908.20	17,217,208.79
16	Illinois Central R. R.	388,817,574.35				1,327,448.67	37,687,478.08	51,061,077.34	16,622,675.00	145,981,425.45
17	D. & S. C. R. R.	38,304,807.30		3,237,360.61			2,800,440.63			115,406.80
18	Manchester & Onondaga Ry.	137,228.21								
19	Minn. & St. L. R. R.	65,183,481.90	51,236.40		180.00	177,420.31				39,407.53
20	Tabor & Northern Ry.	99,005.13								
21	Union Pacific R. R.	400,174,710.90		106,117.62		302,203.06	130,222,016.21	92,445,192.83	1,124,272.67	33,171,070.58
22	Wabash Railway	253,906,064.93		36.80		2,002,561.15	4,896,203.98	823,791.00	820,806.76	582,706.79
	Total	\$4,716,203,383.00	\$13,900,214.71	\$ 3,306,095.07	\$230,631.28	\$22,654,448.15	\$471,700,454.41	\$365,803,471.00	\$83,293,259.90	\$222,142,136.20

\*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 2—INVESTMENTS—Continued

Number	Railway Companies	Other Investments					Total investments December 31, 1925	Total investments December 31, 1924	Increase or decrease 1925
		Stocks	Bonds	Notes	Advances	Miscellaneous			
1	A. T. & S. F. Ry.	\$ 415,830.96	\$ 8,451,136.21	\$ 6,702,050.78	\$15,000.00		\$ 987,497,228.18	\$ 961,435,212.56	\$ 26,062,015.62
2	Atlantic Northern Ry.						143,184.01	141,929.20	1,254.81
3	C. B. & Q. R. R.	129,000.00	7,581,302.12	361,063.21		\$ 458.13	627,900,976.39	617,615,219.23	10,375,757.16
4	Chl. Great Western Ry.	502.00	2,016,909.96			10,756.41	141,331,001.34	141,035,786.20	295,815.14
5	M. C. & P. D. R. R.						45,406,725.13	45,322,296.54	84,518.59
6	Chl. Mil. & St. P. Ry.	1,721.24	84,254.55	402,404.85			721,149,449.94	710,132,646.01	13,967,806.93
7	Chl. & North Western Ry.	3,910,575.93	196,770.00			21,482.02	518,147,544.54	516,132,708.99	7,964,776.55
8	C. St. P. M. & O. Ry.		35.03	2,407.60			80,479,345.39	80,038,884.62	431,460.77
9	Chl. R. I. & P. Ry.	501.00	46,200.24	120,420.87			237,076,563.00	236,701,412.38	10,375,552.62
10	St. P. & K. C. S. L. R. R.		16,374,722.57				16,236,809.35	16,236,809.35	77,853.22
11	Colfax Northern Ry.		815.49					765.49	50.00
12	T. W. Griggs R. R. Prop.		52,147.38					52,147.38	
13	Colfax Con. Coal Co.		79,119.64					79,119.64	
14	D. R. I. & N. W. Ry.		3,689,409.37				3,621,614.31	3,621,614.31	67,795.06
15	Great Northern Ry.	1,382,773.03	2,113,330.00	54,000.00		1,559,017.18	719,421,441.24	702,079,174.94	17,342,266.30
16	Illinois Central R. R.	51,031.00	10,012,638.99	130,108.58		3,137.50	602,324,614.84	551,846,604.78	50,478,010.06
17	D. & S. C. R. R.	1.00					41,841,106.46	43,258,097.02	1,326,188.44
18	Manchester & Onondaga Ry.						137,228.21	137,028.65	199.56
19	Minn. & St. L. R. R.						65,881,357.10	65,916,335.41	45,026.31
20	Tabor & Northern Ry.						92,065.13	92,295.24	230.11
21	Union Pacific R. R.	32,945,656.28	110,124,007.30	230,000.00			801,067,827.81	789,776,181.50	12,291,646.22
22	Wabash Railway	39,348.88	306.12			3,906.00	263,497,808.49	248,305,417.64	15,192,390.85
	Total	\$38,777,024.02	\$ 140,097,966.42	\$ 8,662,775.95	\$15,000.00	\$ 1,591,757.24	\$ 6,048,317,672.46	\$ 5,828,087,005.24	\$ 220,230,667.22

\*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued

## PART 3—CURRENT ASSETS

Number	Railway Companies	Cash	Demand loans and deposits	Time drafts and deposits	Special deposits	Loans and bills receivable	Traffic and car service balances receivable	Net balances due from agents and conductors	Miscellaneous accounts receivable	Material and supplies
1	A. T. & S. F. Ry.	\$ 37,380,800.49		\$ 60,000.00	\$ 200,000.61	\$ 143,756.24	\$ 2,387,802.02	\$ 856,900.84	\$ 6,767,179.27	\$ 20,477,440.78
2	Atlantic Northern Ry.	3,787.61					953.68	1,230.01	432.00	901.17
3	C., B. & Q. R. R.	13,179,375.97		92,224.43		8,489.74	1,941,377.72	1,951,413.73	5,712,790.76	15,896,612.56
4	Chl. Great Western R. R.	1,621,917.67			41,196.50	1,875.66	333,226.66	119,759.59	774,233.37	1,240,228.63
5	M. C. & P. D. R. R.									
6	Chi., Mil. & St. Paul Ry.	7,146,603.66			13,087,238.34	34,776.02	1,207,025.97	3,857,195.61	4,428,994.07	13,967,206.23
7	Chi. & North Western Ry.	16,190,214.01			6,500.00	70,000.00	773,240.40	2,734,771.47	3,921,667.24	13,330,679.16
8	Chi., St. P., M. & O. Ry.	1,102,630.16			19,950.00	1,622.58	94,649.25	478,044.79	836,575.50	2,256,267.96
9	Chi., R. I. & P. Ry.	4,771,441.33			1,415,410.30	3,489.01	967,807.47	865,114.52	3,426,201.41	10,994,806.40
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Ry.	21.82						12.27		228.79
12	T. W. Griggs R. R. Prop.									187.96
13	Colfax Con. Coal Co.	800.35								1,009.70
14	D., R. I. & N. W. Ry.	6,724.35						1,721.74	86,371.41	28,023.68
15	Great Northern Ry.	19,008,872.02	\$35,000.00	5,500,000.00	531,298.56	305,884.39	1,174,462.90	2,856,966.53	10,400,575.13	9,942,816.02
16	Illinois Central R. R.	9,578,332.46			9,719,312.52	22,960.90	2,724,616.97	3,288,960.68	6,591,557.67	13,008,544.38
17	D. & S. C. B. R.				243.82					
18	Manchester & Okeola Ry.	1,741.09				6,004.40	2,761.32	131.14	386.53	
19	Minn. & St. Louis R. R.	563,685.79				3,107.00	229,284.54	515,483.30	2,778,233.37	1,731,911.97
20	Tabor & Northern Ry.	2,672.69					2,454.33		188.17	1,297.00
21	Union Pacific R. R.	26,221,417.92			45,710.00	61,938.00	2,460,543.57	618,800.56	2,768,712.13	8,286,400.46
22	Wabash Ry.	3,500,115.95			5,212,083.84	4,236,166.77	2,025,854.73	531,568.93	1,092,258.88	4,600,065.04
	Total.....	\$ 149,225,777.32	\$35,000.00	\$ 5,742,224.43	\$80,347,994.40	\$ 4,769,791.37	\$6,355,221.12	\$18,694,538.97	\$60,576,385.71	\$ 116,012,017.78

\*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued

## PART 4—CURRENT ASSETS—Continued—AND DEFERRED ASSETS

Number	Railway Companies	Current Assets			Total current assets December 31, 1925	Total current assets December 31, 1924	Increase or decrease 1925	Deferred Assets	
		Interest and dividends receivable	Rents receivable	Other current assets				Working fund advances	Insurance and other funds
1	Atchison, Topeka & Santa Fe Ry.	\$ 3,038,183.00		\$ 87,425.24	\$ 71,347,969.12	\$ 71,928,822.48	\$ 590,853.36	\$ 29,730.46	\$20,061.41
2	Atlantic Northern Ry.				7,374.47	5,112.44	2,262.03		
3	Chicago, Burlington & Quincy R. R.	55,421.67		46,495.25	38,884,171.83	43,937,628.36	\$ 5,053,456.53	32,666.68	
4	Chicago Great Western R. R.	21,292.00		53,933.92	4,237,684.09	4,442,112.06	\$ 204,427.97	5,514.61	
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	370,786.08	350.00	232,228.38	44,430,122.56	44,931,342.66	\$ 501,219.86	237,919.09	
7	Chicago & North Western Ry.			306,991.39	37,597,156.67	33,734,063.15	\$ 3,863,093.52	33,866.97	
8	Chicago, St. Paul, Minn. & Omaha Ry.				4,769,749.24	4,952,077.96	\$ 182,328.72	5,033.77	
9	Chicago, Rock Island & Pacific Ry.	496,061.67	29,242.95	13,222,456.38	36,192,720.93	28,589,856.19	\$ 7,602,864.74	61,115.24	
10	St. Paul & Kansas City S. L. R. R.				186,814.91	186,814.91			
11	Colfax Northern Ry.				362.88	3,597.80	\$ 3,234.92		
12	Thomas W. Griggs R. R. Property				197.06	3,593.66	\$ 3,396.60		
13	Colfax Consolidated Coal Co.								
14	Dav., Rock Island & Northwestern Ry.		53,489.93		126,341.11	161,276.18	\$ 34,935.07		
15	Great Northern Ry.	15,308.29		79,420.24	49,982,709.00	38,088,879.20	\$ 11,893,829.80	32,228.58	
16	Illinois Central R. R.	809,970.22			45,733,095.80	57,550,027.56	\$ 11,816,931.76	81,348.28	
17	Dubuque & Sioux City R. R.				743.82	14,100.65	\$ 13,356.83		
18	Manchester & Okeola Ry.			2,394.37			\$ 2,394.37		
19	Minneapolis & St. Louis R. R.	600.00			5,829,876.69	5,639,328.15	\$ 190,548.54	2,762.69	
20	Tabor & Northern Ry.				9,068.39	7,613.19	\$ 1,455.20		
21	Union Pacific R. R.	2,839,183.08	59,477.00	358,335.80	43,736,977.58	37,227,642.90	\$ 6,509,334.68	32,121.16	
22	Wabash Ry.	118,561.87	43,967.00	221,186.46	22,570,867.47	15,912,147.71	\$ 6,658,719.76	217,770.41	\$9,986.16
	Total.....	\$ 7,832,522.67	\$ 75,411.91	\$14,634,567.88	\$ 60,629,383.62	\$ 47,423,318.47	\$ 13,206,065.15	\$ 771,271.85	\$90,006.57

\*Decrease.



TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 5—DEFERRED ASSETS—Continued—AND UNADJUSTED DEBITS

Number	Railway Companies	Deferred Assets				Unadjusted Debits		
		Other deferred assets	Total deferred assets December 31, 1925	Total deferred assets December 31, 1924	Increase or decrease 1925	Rents and insurance premiums paid in advance	Discount on capital stock	Discount on funded debt
1	Atchafalpa, Topeka & Santa Fe Ry.	\$ 2,853,128.17	\$ 2,402,920.04	\$ 2,276,353.37	\$ 126,566.67	\$ 23,224.00		
2	Atlantic Northern Ry.							
3	Chicago, Burlington & Quincy R. R.	337,515.00	309,081.09	372,832.31	*2,221.83	143,085.50		\$ 4,237,486.93
4	Chicago Great Western R. R.	2,609.37	8,213.98	13,089.85	*5,475.87	20,079.00		406,401.85
5	Mason City & Ft. Dodge R. R.	10,546.04	10,546.04	10,546.04				
6	Chicago, Milwaukee & St. Paul Ry.	236,256.42	494,199.51	291,005.53	202,835.98	15,081.72		
7	Chicago & North Western Ry.					49,892.91		
8	Chicago, St. Paul, Minn. & Omaha Ry.	582.98	32,306.97	27,325.30	5,041.61	1,065.80		
9	Chicago, Rock Island & Pacific Ry.	6,516.75	11,718.50	11,718.50	*5,541.84	38,354.90		96,301.12
10	St. Paul & Kansas City S. L. R. R.	38,486.61	79,601.82	43,240.98	20,360.87			
11	Colfax Northern Ry.							
12	Thomas W. Griggs R. R. Property	4,232.23	4,232.23		4,232.23	21.05		
13	Colfax Consolidated Coal Co.	37,350.10	37,350.10		37,350.10	87.17		
14	Dav., Rock Island & Northwestern Ry.	104,808.24	104,808.24					
15	Great Northern Ry.	13,019,478.85	13,061,637.43	11,720,521.98	1,315,115.45	53.08		4,429,644.51
16	Illinois Central R. R.	109,727.43	182,075.71	151,630.08	30,445.63	77,308.75		4,514,401.06
17	Dubuque & Sioux City R. R.							
18	Manchester & Oneida Ry.							
19	Minneapolis & St. Louis R. R.	4,948.87	7,711.47	41,172.76	*35,461.29	12,712.81	\$ 8,339,182.50	2,075,511.84
20	Tabor & Northern Ry.							2,000.00
21	Union Pacific R. R.	505,828.30	537,049.55		1,045.00			
22	Wabash Ry.	10,978.27	208,733.84	247,703.05	20,940.79	65,384.00		1,112,138.30
	Total	\$17,793,587.07	\$18,024,845.49	\$18,350,142.79	\$265,702.70	\$ 453,140.85	\$ 8,339,182.50	\$16,964,787.51

\*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 6—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS

Number	Railway Companies	Unadjusted Debits				Grand Total Assets		
		Property abandoned, charge, and operating expenses	Other unadjusted debits	Total unadjusted debits December 31, 1925	Total unadjusted debits December 31, 1924	Increase or decrease 1925	Grand total December 31, 1925	Grand total December 31, 1924
1	A. T. & S. F. Ry.		\$ 1,782,083.00	\$ 1,806,157.72	\$ 2,343,891.27	\$ *57,703.55	\$ 1,064,054,845.00	\$ 1,068,964,849.05
2	Atlantic Northern Ry.						150,556.48	147,051.04
3	C. B. & Q. R. R.		2,750,733.53	7,131,906.05	9,833,944.21	*2,302,038.86	674,377,005.95	671,278,996.01
4	Chl. Great Western Ry.		4,849,008.07	4,899,091.45	4,672,257.88	166,833.57	150,380,800.86	150,160,806.50
5	M. C. & Ft. D. R. R.		2,970,232.51	2,970,232.51	3,217,486.19	*247,173.08	48,366,323.09	48,506,178.77
6	Chl., Mil. & St. P. Ry.		4,627,068.84	4,662,154.56	3,560,799.02	451,355.54	778,115,966.87	778,996,450.25
7	Chl. & N. W. Ry.		2,042,008.11	2,061,871.02	2,486,658.59	*355,057.50	557,798,939.30	546,481,718.42
8	C. St. P. M. & O. Ry.		599,014.82	697,303.79	738,641.58	*269,732.77	94,796,968.99	94,796,745.89
9	Chl., B. I. & P. Ry.		1,027,004.70	1,506,239.00	2,152,896.35	*586,656.65	434,015,577.38	417,481,605.80
10	St. P. & K. C. S. L. R. R.						16,561,407.56	16,488,398.26
11	Colfax Northern Ry.		21.05		109.90	*87.01	1,069.42	4,412.30
12	T. W. Griggs R. R. Prop.		87.17			87.17	56,664.78	55,681.00
13	Colfax Con. Coal Co.				4,179.43	*4,179.43	139,419.77	139,948.21
14	D., R. I. & N. W. Ry.			53.08		*53.08	3,979,611.90	3,891,350.89
15	Great Northern Ry.		10,801,707.97	15,308,771.23	14,894,914.23	413,857.00	797,761,558.08	786,730,450.33
16	Illinois Central R. R.		3,145,238.31	7,659,639.37	8,107,317.30	*448,177.96	655,900,325.72	617,656,079.78
17	D. & S. C. R. R.						44,584,439.38	43,258,750.84
18	Manchester & Oneida Ry.						151,267.99	154,181.00
19	Minn. & St. L. R. R.		4,302,008.35	14,090,074.38	14,981,755.45	*291,680.77	86,549,720.14	86,569,649.97
20	Tabor & Northern Ry.			2,900.00			108,778.43	1,125.00
21	Union Pacific R. R.		2,125,203.53	2,126,938.56	1,284,446.35	*842,492.21	847,450,603.50	18,146,112.94
22	Wabash Ry.		1,103,655.03	2,321,208.78	1,434,060.10	847,119.68	286,618,018.58	286,590,447.50
	Total		\$41,287,607.90	\$67,014,718.85	\$69,279,820.48	\$*2,359,101.63	\$ 5,539,616,000.42	\$ 5,505,977,421.36

\*Decrease.

\*Contingent assets: Dubuque and Sioux City R. R. Co. deficits absorbed, \$492,210.12.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE  
PART 7—CAPITAL STOCK AND GOVERNMENT GRANTS

Number	Railway Companies	Capital Stock					Government Grants		
		Capital stock	Stock liability for conversion	Premium on capital stock	Total stock December 31, 1925	Total stock December 31, 1924	Increase or decrease 1925	December 31, 1925	December 31, 1924
1	A. T. & S. F. Ry.	\$ 356,582,300.00			\$ 356,582,300.00	\$ 356,582,300.00			
2	Atlantic Northern Ry.	111,225.00			111,225.00	111,225.00			
3	C. B. & Q. R. R.	170,839,100.00			170,839,100.00	170,839,100.00			
4	Chi. Great Western Ry.	92,149,315.00			92,149,315.00	92,149,315.00			
5	M. C. & P. D. R. R.	32,841,152.00			32,841,152.00	32,841,152.00			
6	Chi., Mil. & St. P. Ry.	223,251,800.00		\$ 36,138.87	223,287,938.87	223,287,938.87			
7	Chi. & N. W. Ry.	167,547,500.00	\$ 9,813.82	29,657.75	167,587,971.57	167,581,041.57	\$ 70.00		
8	C. St. P. M. & O. Ry.	29,816,000.00		2,679.09	29,818,679.09	29,818,945.78			
9	Chi., R. I. & P. Ry.	128,900,211.50			128,902,011.50	128,902,011.50		\$ 47,535.00	\$ 37,814.00
10	St. P. & K. C. S. L. R. R.	50,000.00			50,000.00	50,000.00			
11	Colfax Northern Ry.	10,000.00			10,000.00	10,000.00			
12	T. W. Griggs R. R. Prop.								
13	Colfax Con. Coal Co.								
14	D. R. I. & N. W. Ry.	3,000,000.00			3,000,000.00	3,000,000.00			
15	Great Northern Ry.	245,916,550.00		\$1,305.44	245,927,855.44	245,525,415.44	\$ 402,440.00	435,846.00	372,189.02
16	Illinois Central R. R.	154,115,791.67		75,300.03	154,191,151.70	141,846,179.91	12,344,971.79	32,272.14	32,272.14
17	D. & S. C. R. R.	11,759,500.00			11,759,500.00	11,759,500.00		285.33	285.33
18	Manchester & Onondaga Ry.	62,745.00			62,745.00	62,745.00			
19	Minn. & St. L. R. R.	25,187,535.00	605,064.40		25,792,600.00	25,792,600.00		25,834.16	12,302.97
20	Tabor & Northern Ry.	32,500.00			32,500.00	32,500.00			
21	Union Pacific R. R.	321,835,100.00			321,835,100.00	321,835,100.00		39,863.67	33,521.55
22	Wabash Ry.	138,120,609.51			138,120,609.51	138,120,609.51			6,342.12
	Total	\$ 2,115,137,725.28	\$ 731,744.91	\$ 225,340.18	\$ 2,116,004,810.37	\$ 2,104,279,217.58	\$ 11,815,601.79	\$ 681,637.65	\$ 488,385.01

\*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 8—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Long Term Debt				Current Liabilities			
		Funded debt unamortized	Open accounts	Total long term debt December 31, 1925	Total long term debt December 31, 1924	Increase or decrease 1925	Loans and bills payable	Traffic and car service balances payable	Audited accounts and wages payable
1	A. T. & S. F. Ry.	\$ 275,906,902.00		\$ 275,906,902.00	\$ 275,903,158.50	\$ 3,743.50		\$ 224,645.80	\$12,214,312.70
2	Atlantic Northern Ry.	211,340,000.00		211,340,000.00	212,227,137.00	*987,137.00		4.25	1,475.55
3	C. B. & Q. R. R.	40,115,075.00	\$ 89,094.27	40,205,110.92	40,500,028.00	*295,567.08		2,808,800.25	7,749,888.50
4	Chi. Great Western Ry.	12,000,000.00	7,191.30	12,007,191.30	12,007,191.30			920,421.27	1,238,217.94
5	M. C. & P. D. R. R.	400,832,600.00		400,832,600.00	440,807,115.42	*39,974,515.42		4,230,461.46	12,321,965.00
6	Chi., Mil. & St. P. Ry.	392,432,000.00		392,432,000.00	392,586,900.00	3,846,100.00		3,994,630.31	5,909,876.71
7	Chi. & N. W. Ry.	46,444,000.00		46,444,000.00	46,800,500.00	*356,500.00		891,809.11	1,616,127.06
8	Chi., R. I. & P. Ry.	229,015,000.00	1,324,955.49	230,340,955.49	229,152,207.56	4,188,747.93	\$ 7,584,499.92	1,559,517.44	9,630,630.51
9	St. P. & K. C. S. L. R. R.	16,909,215.00	\$41,406.39	16,950,621.39	16,159,425.38	791,196.01			
10	Colfax Northern Ry.		\$35,223.74	35,223.74		35,223.74			100.25
11	T. W. Griggs R. R. Prop.		14,370.63	14,370.63	12,802.05	1,568.61			
12	Colfax Con. Coal Co.								
13	D. R. I. & N. W. Ry.		708,555.44	708,555.44	720,194.80	7,639.36		601.65	43,658.00
14	Great Northern Ry.	315,899,515.15	1,850,165.50	317,749,680.65	313,077,429.27	2,630,251.38	6,500,000.00	731,430.39	6,121,326.19
15	Illinois Central R. R.	386,004,327.00		386,004,327.00	314,171,509.23	72,832,817.77		3,285,418.31	20,806,349.66
16	D. & S. C. R. R.	8,023,074.76	\$1,030,386.94	9,053,461.70	27,033,641.41	*1,125,820.29			25.00
17	Manchester & Onondaga Ry.	65,000.00		65,000.00	65,000.00			11,253.35	
18	Minn. & St. L. R. R.	45,823,625.79	1,960,000.00	47,783,625.79	47,270,825.79	507,800.00	2,362,838.44	1,134,607.94	5,064,213.02
19	Tabor & Northern Ry.						8,009.02	1,009.70	
20	Union Pacific R. R.	256,498,825.00	11,010,706.75	267,509,531.75	285,495,956.83	2,015,573.02		1,051,939.35	5,945,300.22
21	Wabash Ry.	93,638,250.11		93,638,250.11	80,686,526.49	13,551,723.62		1,702,136.50	5,749,356.94
	Total	\$ 2,343,624,532.07	\$38,263,905.45	\$ 2,381,888,437.52	\$ 2,263,113,276.04	\$ 1,129,745.02	\$17,026,307.38	\$22,800,204.50	\$94,028,888.78

\*Decrease.

\*Includes notes, \$10,570.20.



TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 9—CURRENT LIABILITIES—Continued

Number	Railway Companies	Miscellaneous ac- counts payable	Interest matured unpaid	Dividends matured unpaid	Funded debt ma- tured unpaid	Unmatured			
						Dividends accrued	Interest accrued	Rents accrued	Other current liabilities
1	Atchison, Topeka & Santa Fe Ry.	\$ 3,291,820.31	\$ 747,333.08	\$ 228,850.70		\$ 7,171,486.25	\$ 7,125,588.86	\$ 469,504.80	\$ 275,055.49
2	Atlantic Northern Ry.	894,622.97	1,020,307.00						
3	Chicago, Burlington & Quincy R. R.	90,426.22	65,608.59	2,513.00	4,600.00	1,931,900.00	508,188.33	140,009.59	405,168.40
4	Chicago Great Western R. R.		64,820.00						111,432.53
5	Mason City & Ft. Dodge R. R.		11,801,448.19			4,180,629.19		813,170.46	389,353.56
6	Chicago, Milwaukee & St. Paul Ry.	1,796,789.18	816,375.34	7,314.70	46,911,515.42		2,342,485.05		283,302.46
7	Chicago & North Western Ry.	337,448.10	56,833.50	72.50	5,500.00		434,195.88		
8	Chicago, St. Paul, Minn. & Omaha Ry.	137,305.06	1,777,505.92	4,944.75	182,000.00		2,008,104.87	509,525.84	851,916.71
9	Chicago, Rock Island & Pacific Ry.	271,717.70					186,884.99		
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Ry.								
12	Thomas W. Griggs R. R. Property				33,500.00				
13	Colfax Consolidated Coal Co.								
14	Dav., Rock Island & Northwestern Ry.								
15	Great Northern Ry.	1,025,155.15	8,002,778.05	14,550.75	285,500.00	428,732.50			190,534.03
16	Illinois Central R. R.	3,872,398.02	1,919,292.38	45,927.25	105,851.16	3,069,171.00	2,133,086.32	39,000.62	244,506.00
17	Dubuque & Sioux City R. R.	510,622.41	83,278.98					16,375.00	
18	Manchester & Oelidsa Ry.								
19	Minneapolis & St. Louis R. R.	154,308.25	4,526,552.50						
20	Tabor & Northern Ry.	7,036.76							
21	Union Pacific R. R.	9,604,223.47	3,227,656.89	5,844,013.78	43,000.00		493,765.94	543.97	107,639.89
22	Wabash Ry.	436,080.51	289,029.50		1,000.00		614.11		287,083.35
	Total	\$22,529,032.57	\$33,859,369.69	\$ 6,151,297.43	\$47,614,616.58	\$10,231,657.25	\$20,507,715.13	\$ 1,897,302.28	\$ 3,308,224.44

\*Excludes \$1,245,139.24 matured funded debt held by or for respondent and not cancelled.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 10—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES

Number	Railway Companies	Total Current Liabilities			Deferred Liabilities			
		December 31, 1925	December 31, 1924	Increase or decrease 1925	Other deferred liabilities	Total deferred liabilities Dec. 31, 1925	Total deferred liabilities Dec. 31, 1924	Increase or decrease 1925
1	Atchison, Topeka & Santa Fe Ry.	\$ 27,848,618.08	\$ 27,506,325.09	\$ 342,292.94	\$ 879,114.58	\$ 879,114.58	\$ 604,640.43	\$ 274,474.15
2	Atlantic Northern Ry.	1,479.81	1,885.06	*405.25	188.15	188.15	66.15	122.00
3	Chicago, Burlington & Quincy R. R.	14,955,091.12	16,955,294.77	*2,000,203.65	82,179.17	82,179.17	86,125.24	*2,946.07
4	Chicago Great Western R. R.	3,132,942.27	3,208,153.66	*135,211.39	24,065.94	24,065.94	13,228.48	10,837.46
5	Mason City & Ft. Dodge R. R.	64,820.00	67,460.00	*2,640.00				
6	Chicago, Milwaukee & St. Paul Ry.	81,974,231.55	27,144,469.54	54,829,761.71	567,463.29	567,463.29	157,402.94	430,070.25
7	Chicago & North Western Ry.	15,046,438.67	13,045,580.65	2,000,858.02	35,842.30	35,842.30	69,633.53	*34,221.22
8	Chicago, St. Paul, Minn. & Omaha Ry.	3,167,024.55	3,382,113.72	*215,089.17	4,772.57	4,772.57	1,806.27	2,966.30
9	Chicago, Rock Island & Pacific Ry.	23,831,512.06	14,377,858.55	7,453,654.11	62,759.06	62,759.06	80,848.15	*18,089.09
10	St. Paul & Kansas City S. L. R. R.	186,884.99	186,518.91	366.08				
11	Colfax Northern Ry.	100.25	37,665.48	*37,565.23	61,582.33	61,582.33	55,153.00	6,429.34
12	Thomas W. Griggs R. R. Property	33,900.00	33,900.00					
13	Colfax Consolidated Coal Co.							
14	Dav., Rock Island & Northwestern Ry.	44,649.71	59,811.18	*15,161.47				
15	Great Northern Ry.	23,381,340.06	23,199,153.32	222,186.74	13,171,557.84	13,171,557.84	12,061,467.29	1,110,100.55
16	Illinois Central R. R.	35,033,582.22	32,286,896.00	3,346,756.13	288,904.78	288,904.78	267,473.47	81,431.31
17	Dubuque & Sioux City R. R.	610,371.39	610,371.39					
18	Manchester & Oelidsa Ry.	14,500.35	15,303.38	*1,299.07				
19	Minneapolis & St. Louis R. R.	14,578,922.96	13,169,194.59	1,309,728.37	9,428.80	9,428.80	5,304.05	6,124.77
20	Tabor & Northern Ry.	61,550.59	61,550.59					
21	Union Pacific R. R.	27,406,353.97	26,412,913.58	1,054,040.39	267,383.07	267,383.07	407,267.00	*140,084.53
22	Wabash Ry.	9,987,677.26	8,617,024.63	1,370,652.63	182,902.48	182,902.48	128,568.78	54,338.70
	Total	\$ 280,374,507.04	\$ 212,306,800.08	\$ 67,977,706.96	\$15,667,624.38	\$15,667,624.38	\$13,877,192.04	\$ 1,790,432.32

\*Decrease

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 11—UNADJUSTED CREDITS

Number	Railway Companies	Tax liability	Premium on funded debt	Insurance and casualty reserves	Operating reserves	Accrued Depreciation				Other unadjusted credits
						Road	Equipment	Miscellaneous physical property		
1	Atchison, Topeka & Santa Fe Ry.	\$12,364,024.00					\$ 1,175,785.68	\$91,200,334.43	\$ 4,756,373.42	
2	Atlantic Northern Ry.	610.63								
3	Chicago, Burlington & Quincy R. R.	9,192,306.76		\$ 1,604,225.49		\$ 1,348.71	3,117.76			
4	Chicago Great Western R. R.	745,210.22					68,000,397.36		4,866,788.28	
5	Mason City & Ft. Dodge R. R.						1,806,941.48		3,906,070.48	
6	Chicago, Milwaukee & St. Paul Ry.	6,221,706.49		2,567,061.00			143,948.56		3,155,188.45	
7	Chicago & North Western Ry.	7,278,737.00	\$ 225,656.45				31,660,350.47		3,561,006.12	
8	Chicago, St. Paul, Minn. & Omaha Ry.	618,830.32	130,302.66				41,135,588.56		379,543.62	
9	Chicago, Rock Island & Pacific Ry.	4,208,482.00					7,073,691.02		320,725.72	
10	St. Paul & Kansas City S. L. R. R.						24,332,381.50		5,332,840.42	
11	Colfax Northern Ry.	275.00								
12	Thomas W. Griggs R. R. Property						30,028.44			
13	Colfax Consolidated Coal Co.						3,000.00			
14	Dav., Rock Island & Northwestern Ry.	53,480.03					58,782.27		20,741.25	
15	Great Northern Ry.	8,320,943.84		2,198,031.80		2,024,122.66	28,001,825.05	28,132.34	9,263,357.32	
16	Illinois Central R. R.	8,929,106.06		3,026,420.53			50,023,572.15		5,003,036.33	
17	Dubuque & Sioux City R. R.									
18	Manchester & Oneida Ry.						6,580.20			
19	Minneapolis & St. Louis R. R.	618,055.36	179,787.32	198,128.23			3,404,801.38		886,821.56	
20	Tabor & Northern Ry.	1,074.50	1,400.00				1,506.38			
21	Union Pacific R. R.	4,000,128.59		1,141,168.67		191,312.91	30,708,780.27		6,705,466.91	
22	Wabash Ry.	2,537,431.05		70,814.56	23,061.49		7,417,083.53		2,564,384.64	
	Total	\$65,173,784.44	\$ 816,216.45	\$11,506,570.28	\$ 23,061.49	\$ 2,816,784.28	\$ 296,774,580.75	\$91,228,406.67	\$60,061,066.53	

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 12—TOTAL UNADJUSTED CREDITS AND CORPORATE SURPLUS

Number	Railway Companies	Total unadjusted credits, Dec. 31, 1925	Total unadjusted credits, Dec. 31, 1924	Increase or decrease, 1925	Corporate Surplus				
					Additions to property through income and surplus	Funded debt retired through income and surplus	Sinking fund reserve	Appropriated surplus not actually invested	Total appropriated surplus
1	A., T. & S. F. Ry.	\$ 100,406,517.56	\$ 105,199,700.15	\$ 4,793,182.41	\$ 85,404,966.18	\$ 161,788.00	\$ 243,317.19		\$ 6,900,072.06
2	Atlantic Northern Ry.	5,077.10	4,492.80	584.30	30,386.66			12,875.00	49,769.66
3	C., B. & Q. R. R.	84,319,502.80	81,955,915.61	2,363,587.19	403,849.91	43,749,868.92	196,873.36		44,350,562.19
4	Chi. Great Western Ry.	6,523,342.18	6,542,503.64	\$19,161.46	68,607.50				68,607.50
5	M. C. & Ft. D. R. R.	9,298,127.01	9,435,132.10	\$137,005.09					
6	Chi., Mil. & St. P. Ry.	44,020,043.06	40,837,703.10	3,782,339.96	1,406,799.27	76,000.00	24,745.40		1,504,544.67
7	Chi. & N. W. Ry.	49,520,655.63	46,179,828.97	3,340,826.66	2,490,303.88				2,490,303.88
8	C., St. P., M. & O. Ry.	8,122,000.94	7,508,524.80	613,476.14	1,197,807.10				1,197,807.10
9	Chi., R. I. & P. Ry.	33,813,204.32	29,390,627.69	4,422,576.63	554,278.35				554,278.35
10	St. P. & K. C. S. L. R. R.				15,307.07				15,307.07
11	Colfax Northern Ry.	275.50	1,403.08	\$1,127.58					
12	T. W. Griggs R. R. Prop.	20,028.44	18,945.80	1,082.64					
13	Colfax Con. Coal Co.	3,000.00	3,000.00					63,002.02	63,002.02
14	D., R. I. & N. W. Ry.	133,013.46	112,584.84	20,428.62					
15	Great Northern Ry.	50,496,413.51	51,430,718.15	\$934,304.64	37,054,381.05	1,348,472.61	6,070.47	1,905,450.36	40,575,274.42
16	Illinois Central R. R.	67,072,134.94	62,900,324.37	4,168,810.57	8,118,510.76				8,118,510.76
17	D. & S. C. R. R.				297,012.75				297,012.75
18	Manchester & Oneida Ry.	6,580.20	6,518.20	62.00	2,847.40				2,847.40
19	Minn. & St. L. R. R.	5,407,063.85	5,131,504.62	275,559.23	72,063.87				72,063.87
20	Tabor & Northern Ry.	4,000.88	2,443.23	1,557.65					
21	Union Pacific R. R.	42,776,865.35	41,424,724.87	1,352,140.48	15,469,559.77			29,677,600.80	40,147,220.67
22	Wabash Ry.	12,632,735.27	10,560,158.84	2,072,576.43	366,435.20				366,435.20
	Total	\$ 518,331,429.89	\$ 492,806,506.04	\$ 25,524,923.85	\$ 158,079,705.77	\$ 45,530,130.25	\$ 7,070,207.00	\$ 22,719,087.58	\$ 230,045,180.06

\*Decrease



TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 13—CORPORATE SURPLUS—Continued—AND GRAND TOTAL

Number	Railway Companies	Profit and loss— credit balance	Corporate Surplus			Grand Total		
			Total corporate surplus, Dec. 31, 1925	Total corporate surplus, Dec. 31, 1924	Increase or de- crease, 1925	Dec. 31, 1925	Dec. 31, 1924	Increase or de- crease, 1925
1	A. T. & S. F. Ry.	\$ 306,440,630.83	\$ 230,240,702.80	\$ 273,159,125.11	\$ 20,181,577.28	\$ 1,064,054,345.05	\$ 1,038,984,249.68	\$ 25,069,995.38
2	Atlantic Northern Ry.	\$ 17,173.21	32,588.43	29,382.54	3,205.89	150,333.43	147,051.54	3,281.89
3	C. B. & Q. R. R.	168,490,630.56	192,841,222.27	189,115,522.49	3,725,700.25	674,377,035.95	671,278,908.01	3,098,030.94
4	Chi. Great Western Ry.	8,288,117.00	8,351,924.55	7,721,437.81	630,486.74	150,380,500.84	150,162,866.59	217,634.25
5	M. C. & St. P. R. R.	182,223.28	182,223.28	182,223.28	0.00	48,330,323.66	48,566,178.77	235,855.11
6	Chi., Mil. & St. P. Ry.	10,331,504.75	11,756,949.42	16,936,821.08	4,637,821.06	773,115,966.87	758,906,450.25	14,169,506.62
7	Chi. & N. W. Ry.	62,031,847.15	64,531,131.03	60,908,735.47	3,622,425.56	567,798,969.39	546,431,716.42	11,367,252.78
8	C. St. P., M. & O. Ry.	6,008,664.04	7,306,551.14	7,159,550.52	147,000.62	94,743,003.98	94,766,741.80	23,737.82
9	Chi., R. L. & P. Ry.	17,218,835.80	17,773,134.15	16,488,662.35	1,284,471.80	434,915,577.38	417,481,405.80	17,434,171.58
10	St. P. & K. C. S. L. R. R.	58,894.20	74,101.27	87,443.97	13,342.70	16,501,007.56	16,483,388.26	17,618.30
11	Colfax Northern Ry.	\$ 107,085.89	\$ 107,085.89	\$ 99,809.95	\$ 7,185.94	1,000.42	4,412.30	\$ 3,312.88
12	T. W. & S. R. R. Prop.	\$ 11,704.97	\$ 11,704.97	\$ 10,027.42	\$ 1,677.55	56,654.73	55,681.03	\$ 973.70
13	Colfax Con. Coal Co.	71,457.25	135,419.77	135,948.21	\$ 528.44	388,419.77	138,948.21	\$ 250,471.56
14	D., R. I. & N. W. Ry.	\$ 5,906.71	\$ 5,906.71	\$ 4,339.50	\$ 1,567.21	3,570,611.90	3,501,250.59	\$ 69,361.31
15	Great Northern Ry.	99,989,627.36	140,564,901.78	132,134,124.86	8,430,776.92	707,704,538.08	706,790,490.35	914,047.73
16	Illinois Central R. R.	61,699,412.18	72,177,922.34	66,200,334.52	5,977,587.82	605,900,325.72	617,656,679.78	38,746,345.94
17	D. & S. C. R. R.	\$ 69,552.50	\$ 154,830.86	\$ 2,954,452.71	\$ 200,303.13	44,584,430.28	43,358,750.84	\$ 1,225,679.44
18	Manchester & Okeoka Ry.	\$ 296.18	\$ 2,321.22	\$ 6,715.23	\$ 4,194.01	151,337.86	154,181.90	\$ 2,844.04
19	Minn. & St. L. R. R.	\$ 7,116,207.39	\$ 7,044,153.42	\$ 4,810,682.03	\$ 2,234,071.39	104,001.32	86,569,649.97	\$ 17,431,958.00
20	Tabor & Northern Ry.	6,250.05	6,250.05	6,025.68	224.37	847,450,003.50	820,319,579.56	\$ 26,130,423.94
21	Union Pacific R. R.	147,416,867.12	187,564,006.69	173,703,956.13	13,860,101.56	847,450,003.50	820,319,579.56	\$ 26,130,423.94
22	Wabash Ry.	\$ 33,000,768.75	\$ 34,056,200.05	\$ 28,367,638.25	\$ 5,688,561.70	288,018,613.58	265,939,447.50	\$ 22,079,166.08
Total.		\$ 706,537,754.50	\$ 1,026,582,934.59	\$ 970,173,450.19	\$ 56,409,484.40	\$ 6,539,616,680.43	\$ 6,377,144,886.98	\$ 162,471,793.45

\*Decrease.

\*Deficit.

\*Debit balance.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 1—TRAIN MILES

Number	Railway Companies	Average miles of road operated	Freight			Passenger	Mixed	Special	Total transpor- tation service	Work service
			Ordinary	Light	Total					
1	Atchafalaya, Topeka & Santa Fe Ry.	9,190.49	17,316,320	115,368	17,431,688	19,813,690	1,369,248	31,730	39,644,032	733,607
2	Atlantic Northern Railway	17.07	34	34	68	2,325	10,774	68	14,391	14,391
3	Chicago, Bur. & Quincy R. R.	9,398.62	17,478,408	111,410	17,589,818	17,722,294	770,677	13,250	36,340,839	144,298
4	Chicago, Great Western	1,644.06	3,068,655	3,222	3,071,877	2,921,138	105,876	2,847	6,190,118	112,448
5	Chicago, Milwaukee & St. Paul	11,904.99	17,033,911	94,453	18,028,364	10,870,717	1,360,003	26,057	36,275,121	954,067
6	Chicago & North Western	8,467.56	15,902,423	308,014	16,190,442	17,089,400	1,400,887	16,911	35,400,733	518,179
7	Chicago, St. P., Minn. & O.	1,841.76	3,498,675	41,431	3,540,106	3,334,115	465,001	2,508	7,342,880	71,655
8	Chicago, R. I. & Pacific Ry.	7,563.63	15,566,682	100,080	15,666,762	15,215,092	922,033	7,302	31,821,886	301,797
9	Colfax Northern Railway	5.63	628	628	1,256	945	406	—	2,099	—
10	Great Northern Railroad	8,242.09	9,600,076	101,947	9,702,023	11,402,306	671,606	22,907	21,821,861	771,715
11	Illinois Central Railroad	4,874.93	19,032,780	168,765	19,201,545	15,837,430	226,469	12,110	35,336,544	736,161
12	Manchester & Okeoka Railway	8.14	—	—	—	—	15,800	—	15,800	—
13	Minneapolis & St. Louis R. R.	1,634.77	2,513,718	9,807	2,523,525	1,737,243	341,301	607	4,490,746	33,624
14	Tabor & Northern Railway	10.75	—	—	—	—	4,300	—	4,300	—
15	Union Pacific Railroad	3,687.32	10,810,967	274,026	11,084,993	11,241,101	896,891	6,118	23,290,073	494,213
16	Wabash Railway	2,624.20	8,056,967	117,786	8,174,753	8,508,742	188,094	3,712	14,407,124	237,700
Total.		70,173.53	141,120,662	1,339,414	142,460,076	140,003,771	8,821,425	147,707	291,433,030	5,401,402

\*Freight proportion of mixed train miles 80% of 8,821,425 equals 7,657,140.  
Passenger proportion of mixed train miles 20% of 8,821,425 equals 1,764,285.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	17,434,304	1,482,088	1,184,024	20,101,616	19,700,825	693,168	436,610	20,823,603
2	Atlantic Northern Railway	17,796,424	704,598	746,692	19,244,684	17,677,699	192,475	309,280	18,200,397
3	Chicago, Bur. & Quincy R. R.	3,002,111	454,214	220,015	3,736,340	2,639,545	6,400	88,108	2,696,116
4	Chicago Great Western	18,028,394	1,171,400	951,242	20,151,036	16,704,645	148,240	287,730	17,140,615
5	Chicago, Milwaukee & St. Paul	16,301,640	507,455	300,813	17,110,917	17,013,356	16,322	232,311	17,861,889
6	Chicago & North Western	3,021,244	164,853	161,802	3,347,900	3,341,940	8,437	63,704	3,414,150
7	Chicago, St. P., Minn. & O.	15,006,760	615,326	154,131	16,436,217	15,049,801	92,717	132,500	15,266,108
8	Chicago, R. I. & Pacific Ry.	628	345,079	534,656	10,584,700	11,116,588	30,437	267,020	11,486,045
9	Colfax Northern Railway	9,705,023	187,239	446,835	10,339,097	15,819,324	142,953	457,971	16,420,248
10	Great Northern Railroad	19,301,545	187,239	446,835	19,935,619	17,787,343	658	7,871	1,785,772
11	Illinois Central Railroad	2,321,615	218,581	122,740	2,662,936	1,787,343	658	7,871	1,785,772
12	Manchester & Omsida Railway	11,088,828	329,134	690,772	12,008,734	10,339,085	41,487	228,106	10,608,678
13	Minneapolis & St. Louis R. R.	8,306,742	379,185	145,324	8,728,241	6,014,576	66,185	112,651	6,193,412
14	Tabor & Northern Railway								
15	Union Pacific Railroad								
16	Wabash Railway								
	Total	142,550,282	6,529,862	5,065,606	154,774,300	137,835,418	1,468,482	2,739,008	142,042,908

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles—Continued							
		Mixed Train				Special Train			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	1,370,306	2,011	31,060	1,403,377	31,730	2,520	1,064	35,314
2	Atlantic Northern Railway	10,774			10,774	68			68
3	Chicago, Bur. & Quincy R. R.	770,507	10,464	7,158	788,129	13,250	2,091	1,468	16,804
4	Chicago Great Western	102,876		2,302	105,178	3,247	150	459	3,856
5	Chicago, Milwaukee & St. Paul	1,350,003	8,569	27,223	1,385,815	26,037	1,508	1,174	28,719
6	Chicago & North Western	1,469,887	16,500	15,529	1,501,916	16,911	5,514	2,286	24,711
7	Chicago, St. P., Minn. & O.	498,906	602	9,444	508,952	4,928	606	229	5,863
8	Chicago, R. I. & Pacific Ry.	302,003	10,813	25,000	337,816	7,302	1,287		8,589
9	Colfax Northern Railway	496			496				
10	Great Northern Railroad	601,603	1,436	8,210	701,309	22,967	2,536	4,001	30,134
11	Illinois Central Railroad	235,400		1,146	236,546	12,110			12,110
12	Manchester & Omsida Railway	15,963			15,963				
13	Minneapolis & St. Louis R. R.	941,361	95	4,153	945,609	637	57	33	727
14	Tabor & Northern Railway	4,330			4,330				
15	Union Pacific Railroad	806,300	4,979	36,878	848,157	6,118	106	1,677	7,901
16	Wabash Railway	185,004	600	1,703	187,307	3,712	424	9	4,145
	Total	8,226,457	56,308	170,872	8,453,637	149,097	16,899	13,022	179,018



TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles—Continued					Car Miles		
		Yard Switching			Total transpor- tation service	Work service	Freight Train		
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty
1	Atchison, Topeka & Santa Fe Ry.	6,774,008	593,142	7,367,750	50,821,413	794,303	500,943,800	511,778,661	872,722,467
2	Atlantic Northern Railway				15,292				
3	Chicago, Bur. & Quincy R. R.	7,847,444	664,739	8,512,183	47,769,296	968,674	521,860,175	307,804,886	829,665,061
4	Chicago Great Western	1,327,616	96,820	1,424,436	8,250,339	133,667	96,719,287	48,946,719	144,715,006
5	Chicago, Milwaukee & St. Paul	9,949,066	733,066	10,682,132	51,865,919	1,330,125	542,112,000	285,004,822	827,116,822
6	Chicago & North Western	9,316,074	827,672	10,143,747	47,179,108	678,417	409,432,487	238,800,378	648,232,865
7	Chicago, St. P., Minn. & O.	1,759,709	140,674	1,900,383	10,135,846	78,041	74,508,072	34,336,846	108,844,918
8	Chicago, R. I. & Pacific Ry.	5,812,656	504,847	6,317,503	40,005,394	681,313	356,589,306	201,728,769	558,318,075
9	Colfax Northern Railway	816		816	2,884	10	1,000		1,718
10	Great Northern Railroad	4,394,361	228,020	4,622,381	28,734,356	780,115	340,571,594	177,701,076	518,272,580
11	Illinois Central Railroad	7,830,618	787,397	8,618,015	46,810,330	1,483,342	535,922,000	309,008,000	844,930,000
12	Manchester & Oneida Railway				16,461				
13	Minneapolis & St. Louis R. R.	749,457	48,573	798,030	5,879,218	33,024	50,716,901	23,876,440	74,593,341
14	Tabor & Northern Railway				4,300				
15	Union Pacific Railroad	3,107,786	259,773	3,367,559	27,797,642	449,236	422,434,773	191,492,960	613,927,733
16	Wabash Railway	3,769,651	137,088	3,906,739	19,487,192	308,184	207,080,000	118,229,722	375,309,722
	Total	62,182,734	5,141,839	67,324,573	388,234,259	7,779,231	4,225,500,000	2,249,455,979	6,474,955,979

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 5—CAR MILES

Number	Railway Companies	Car Miles							
		Freight Train			Passenger Train				Mixed Train —Freight
		Coaches	Exclusive work equipment	Total	Passenger	Sleeping and observation	Dining	Other	
1	Atchison, Topeka & Santa Fe Ry.	18,286,112	3,197,303	894,205,882	32,997,734	70,820,871	5,383,111	48,025,136	7,925,661
2	Atlantic Northern Railway								25,161
3	Chicago, Bur. & Quincy R. R.	16,770,963	2,227,107	848,633,053	41,485,093	28,977,969	5,249,912	41,685,096	117,388,719
4	Chicago Great Western	3,354,561	341,760	148,409,247	6,139,287	5,477,390	575,077	4,679,687	16,719,431
5	Chicago, Milwaukee & St. Paul	18,482,921	2,197,000	848,486,965	32,948,798	28,777,432	5,067,132	30,517,677	102,599,079
6	Chicago & North Western	16,604,628	868,936	665,722,459	41,009,279	29,177,010	3,201,559	41,627,133	115,194,081
7	Chicago, St. P., Minn. & O.	3,559,062	236,968	112,633,943	6,676,421	3,309,679	565,218	6,966,888	19,508,127
8	Chicago, R. I. & Pacific Ry.	15,729,011	918,402	611,965,487	31,799,972	29,008,045	4,921,350	25,674,288	94,138,574
9	Colfax Northern Railway			3,673	2,142				2,142
10	Great Northern Railroad	10,306,433	1,361,949	329,930,902	19,198,034	18,466,316	3,965,504	27,284,016	68,944,770
11	Illinois Central Railroad	20,039,000	1,160,000	856,119,000	29,329,132	25,625,495	3,686,638	35,005,606	100,673,911
12	Manchester & Oneida Railway								9,678
13	Minneapolis & St. Louis R. R.	2,521,615		77,118,016	3,170,861	679,440	1,363	3,000,619	6,732,562
14	Tabor & Northern Railway								5,237
15	Union Pacific Railroad	10,925,466	739,307	635,592,566	16,673,002	37,465,008	5,836,503	29,963,787	89,000,800
16	Wabash Railway	8,331,196	708,006	385,009,679	13,582,560	9,544,729	1,881,667	10,391,439	36,400,166
	Total	144,871,088	14,089,982	6,632,861,072	285,149,345	292,338,293	29,835,133	307,891,612	959,174,215

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 6—CAR MILES—Continued

Number	Railway Companies	Car Miles							Special Train—Freight	
		Mixed Train						Total	Loaded	Empty
		Caboose	Exclusive stock equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train			
1	Atchison, Topeka & Santa Fe Ry.	90,536	139,615	1,534,531	25,007	240	1,343,056	14,294,262	297,963	61,123
2	Atlantic Northern Railway	—	—	10,774	—	—	—	51,963	—	—
3	Chicago, Bur. & Quincy R. R.	4,067	56,010	1,005,421	5,548	—	283,118	5,025,755	165,764	10,217
4	Chicago Great Western	6,439	—	110,969	8,448	—	1,796	1,799,027	45,139	—
5	Chicago, Milwaukee & St. Paul	117,476	155,374	1,332,763	1,013	—	443,575	19,717,451	216,347	540
6	Chicago & North Western	129,840	136,428	1,563,900	—	—	119,790	17,067,297	188,802	—
7	Chicago, St. P., Minn. & O.	—	15,337	812,461	—	—	158,275	2,801,344	47,942	—
8	Chicago, R. I. & Pacific Ry.	243,172	24,912	919,569	15,540	—	323,002	8,886,069	100,230	3,142
9	Colfax Northern Railway	—	—	1,071	—	—	—	2,256	—	—
10	Great Northern Railroad	26,340	44,780	807,578	1,430	—	323,732	6,060,344	300,256	12,041
11	Illinois Central Railroad	26,144	5,721	394,436	—	—	322,703	1,487,942	119,365	—
12	Manchester & Oneida Railway	—	—	14,243	—	—	—	21,222	—	—
13	Minneapolis & St. Louis R. R.	—	—	238,059	1,182	—	82,993	1,683,399	6,848	—
14	Tabor & Northern Railway	—	—	4,330	—	—	—	15,875	—	—
15	Union Pacific Railroad	24,835	137,660	913,221	351	—	60,307	14,061,400	85,142	—
16	Wabash Railway	—	5,040	254,897	5,439	131	170,657	1,470,384	47,008	8
Total		670,585	719,727	10,168,067	63,944	374	3,633,102	88,216,489	1,600,023	87,071

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 7—CAR MILES—Continued

Number	Railway Companies	Car Miles							Total transportation service	Work service
		Special Train								
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry.	24,675		99,610	30,167	2,324	13,242	529,104	1,066,272,150	6,438,566
2	Atlantic Northern Railway						8	8	51,961	
3	Chicago, Bur. & Quincy R. R.	12,819		65,970				234,770	974,322,208	1,323,286
4	Chicago Great Western	3,379		18,166				66,694	166,965,509	922,672
5	Chicago, Milwaukee & St. Paul	21,916		41,848	75,298	9,941	30,733	336,618	992,890,143	7,741,662
6	Chicago & North Western	15,858		63,214	5,090		4,459	277,443	796,172,180	1,755,021
7	Chicago, St. P., Minn. & O.	3,322		10,398	9,455	348	1,662	73,197	134,816,611	221,047
8	Chicago, R. I. & Pacific Ry.	6,551		31,362	9,392		1,879	152,516	715,142,656	1,418,215
9	Colfax Northern Railway								8,110	186
10	Great Northern Railroad	23,611		96,740	959		1,848	504,629	605,440,206	3,935,094
11	Illinois Central Railroad	10,606		54,911				184,882	988,494,835	6,238,636
12	Manchester & Oneida Railway								81,292	
13	Minneapolis & St. Louis R. R.	627		641	1,850		178	242	10,386	68,136
14	Tabor & Northern Railway								15,875	
15	Union Pacific Railroad	6,861		32,156				124,192	729,747,988	6,417,393
16	Wabash Railway	3,712		18,880				69,608	421,949,897	1,291,183
Total		134,610		533,926	132,066	12,928	44,133	2,634,157	7,649,875,933	37,831,311



TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles			Passengers carried	Passenger miles
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchafalaya, Topeka & Santa Fe Ry.	35,637,539	9,500,304	45,138,133	10,607,780,647	1,404,380,568	12,102,161,215	5,431,118	1,202,556,988
2	Atlantic Northern Railway	21,095	720	21,785	309,802	9,278	319,140	3,781	43,332
3	Chicago, Bur. & Quincy R. R.	45,308,552	5,197,022	51,505,574	12,398,287,741	1,944,978,699	14,343,266,400	16,879,540	805,080,225
4	Chicago Great Western	6,001,962	1,261,007	7,262,969	1,906,895,541	125,130,022	2,030,024,164	1,903,091	137,197,078
5	Chicago, Milwaukee & St. Paul	49,589,057	6,342,795	55,931,849	11,966,839,139	1,709,630,413	13,676,469,602	9,968,907	685,581,981
6	Chicago & North Western	55,744,981	5,675,769	61,420,750	8,286,548,010	1,501,000,100	9,787,548,100	30,027,619	1,002,380,733
7	Chicago, St. P., Minn. & O.	10,229,947	1,047,612	11,277,559	1,579,745,503	121,009,438	1,701,655,031	1,927,478	100,437,706
8	Chicago, R. I. & Pacific Ry.	30,751,628	5,351,015	36,102,643	7,500,824,771	982,770,006	8,483,604,767	14,036,710	788,002,920
9	Colfax Northern Railway	19,165	725	19,890	94,845	3,020	98,465	9,492	47,490
10	Great Northern Railroad	33,494,639	4,067,702	38,162,321	8,517,913,981	1,133,829,028	9,651,743,009	3,642,749	441,638,685
11	Illinois Central Railroad	49,555,740	5,604,908	55,160,648	12,339,894,987	1,622,061,013	14,961,956,000	31,825,020	806,115,317
12	Manchester & Onondaga Railway	23,778	23,778	47,556	195,552	195,552	3,774	3,774	30,710
13	Minneapolis & St. Louis R. R.	6,510,990	778,310	7,289,300	1,216,004,320	154,120,981	1,370,125,301	708,435	39,807,803
14	Tabor & Northern Railway	13,560	13,560	27,120	145,806	145,806	2,790	2,790	30,089
15	Union Pacific Railroad	17,621,849	4,434,191	22,056,040	7,582,009,847	1,331,044,611	8,913,114,458	2,409,445	579,855,800
16	Wabash Railway	21,156,632	5,608,480	26,765,112	5,230,547,438	538,367,973	5,771,915,411	3,097,237	297,204,138
	Total	300,200,384	50,491,359	419,781,743	100,247,685,190	12,561,245,301	102,808,930,581	121,629,801	7,194,580,702

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses					
		Freight revenue	Passenger revenue	Passenger train service revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchafalaya, Topeka & Santa Fe Ry.	\$ 141,369,105.40	\$ 30,302,357.00	\$ 51,261,047.52	\$ 199,430,006.92	\$ 134,797,407.00	\$ 61,641,589.92
2	Atlantic Northern Railway	31,572.40	1,566.28	3,651.74	35,277.25	28,978.74	6,298.51
3	Chicago, Bur. & Quincy R. R.	118,670,808.08	25,115,356.28	35,096,870.55	159,155,177.95	116,671,899.12	42,483,278.83
4	Chicago Great Western	18,844,285.00	3,637,610.74	4,905,739.04	24,102,700.27	19,413,718.96	4,688,981.31
5	Chicago, Milwaukee & St. Paul	125,671,654.28	19,995,178.57	30,156,791.84	165,823,624.69	130,449,682.28	35,373,942.41
6	Chicago & North Western	104,888,463.38	36,760,125.98	37,527,307.55	148,538,300.13	115,626,055.58	32,912,244.55
7	Chicago, St. P., Minn. & O.	19,369,922.92	5,232,626.47	6,709,470.24	26,800,123.24	21,489,708.40	5,310,414.84
8	Chicago, R. I. & Pacific Ry.	91,079,701.61	25,461,746.32	30,025,741.64	124,308,672.71	96,241,696.04	28,156,976.67
9	Colfax Northern Railway	490.00	490.00	490.00	490.00	490.00	0.00
10	Great Northern Railroad	90,066,762.36	12,955,741.96	19,900,346.54	114,924,850.86	75,827,288.35	39,097,562.51
11	Illinois Central Railroad	117,229,688.90	24,747,702.59	31,870,215.85	153,803,185.27	117,904,258.00	35,898,927.27
12	Manchester & Onondaga Railway	17,649.50	1,433.24	2,962.87	20,609.40	20,009.00	600.40
13	Minneapolis & St. Louis R. R.	13,021,888.23	1,221,208.10	1,816,216.23	15,074,273.14	13,220,167.54	1,854,105.60
14	Tabor & Northern Railway	18,160.61	1,379.00	4,229.75	23,769.36	20,119.96	3,649.40
15	Union Pacific Railroad	86,704,008.00	16,078,714.17	22,812,244.79	119,191,001.41	71,609,424.30	47,581,577.11
16	Wabash Railway	55,329,333.48	9,304,486.87	12,330,750.52	67,010,300.99	51,000,433.82	16,009,867.17
	Total	\$ 979,016,343.30	\$ 206,438,846.31	\$ 284,265,204.65	\$ 1,305,535,719.95	\$ 964,800,019.58	\$ 340,735,700.37

\*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE—Continued  
PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Averages Per Mile of Road									
		Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles—transportation	Freight service car miles	Passenger service car miles	Freight revenue
1	Atchafalaya, Topeka & Santa Fe Railway	1,897	2,156	149	3	4,206	80	5,497	98,578	17,441	\$15,382.11
2	Atlantic Northern Railway	2	195	631	4	832	779	2,407	631	1,849.58	\$13.96
3	Chicago, Burlington & Quincy Railroad	1,892	1,894	82	1	3,887	44	5,083	12,634	15,035.41	\$3,727.87
4	Chicago Great Western Railroad	2,067	2,092	69	4	4,230	75	5,596	100,348	11,796	\$15,995.94
5	Chicago, Milwaukee & St. Paul Railway	1,606	1,506	120	3	3,227	85	4,557	76,526	9,408	\$11,215.69
6	Chicago & North Western Railway	1,913	2,089	127	2	4,181	61	5,572	80,458	13,800	\$12,387.09
7	Chicago, St. Paul, Minn. & Omaha Railway	1,922	1,810	232	2	3,987	39	5,900	63,009	11,131	\$10,624.04
8	Chicago, Rock Island & Pacific Railway	2,070	2,010	123	1	4,304	52	5,334	81,878	12,610	\$15,033.89
9	Coifax Northern Railway	106	139	81	3	349	489	826	542	765.35	\$2.63
10	Great Northern Railroad	1,128	1,333	84	2	2,645	94	3,450	64,395	8,022	\$10,631.54
11	Illinois Central Railroad	3,939	3,320	59	2	7,239	151	9,500	181,953	30,800	\$24,049.39
12	Manchester & Onondaga Railway	106	196	196	1	2,747	21	3,806	48,011	4,329	\$7,965.56
13	Minneapolis & St. Louis Railroad	1,642	1,057	149	1	2,747	21	3,806	48,011	4,329	\$7,965.56
14	Tabor & Northern Railway	403	403	403	1	403	1	403	1,074	403	\$1,074.00
15	Union Pacific Railroad	3,000	3,069	248	2	6,319	118	7,538	173,225	24,071	\$22,715.54
16	Wabash Railway	3,250	2,383	72	1	5,706	90	7,720	132,539	14,393	\$21,919.03
	Grand Averages	2,037	1,995	129	2	4,150	77	5,401	95,022	13,340	\$13,959.91

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road—Continued					Averages Per Train Mile					
		Operating revenues	Operating expenses	Net operating revenues	Ton-Miles		Passenger miles—revenue	Loaded Freight Car-Miles		Empty Freight Car-Miles		Ton-Miles
					Revenue freight	All freight		Freight trains	Mixed trains	Freight trains	Mixed trains	
1	Atchafalaya, Topeka & Santa Fe Ry.	\$21,371.17	\$11,667.06	\$9,704.11	\$1,164,005.00	\$1,816,813.00	\$137,380	33.18	5.79	17.80	2.80	\$90.25
2	Atlantic Northern Railway	2,060.02	1,097.09	962.93	18,152.00	14,006.00	2,638	39.30	2.43	17.30	1.89	\$23.07
3	Chicago, Burlington & Quincy R. R.	16,053.35	12,413.72	3,639.63	1,306,821.00	1,515,464.00	95,086	39.30	6.17	17.30	2.40	\$98.89
4	Chicago Great Western	16,478.19	12,243.26	4,234.93	1,314,716.00	1,307,019.00	88,922	39.30	12.37	15.32	2.79	\$17.02
5	Chicago, Milwaukee & St. Paul	14,459.09	11,612.10	2,846.99	1,067,991.00	1,229,023.00	61,186	39.30	3.98	15.85	2.25	\$92.54
6	Chicago & North Western	17,342.94	13,653.18	3,689.76	978,922.00	1,155,889.00	124,284	39.30	6.33	14.75	2.72	\$124.24
7	Chicago, St. P., Minn. & O.	14,578.12	11,653.14	2,924.98	857,737.00	928,929.00	87,111	31.05	2.30	9.70	1.27	\$12.40
8	Chicago, R. I. & Pacific Ry.	16,436.12	12,715.92	3,720.20	1,009,936.00	1,132,786.00	104,115	25.12	5.46	12.88	2.43	\$101.24
9	Coifax Northern Railway	821.83	1,330.02	718.15	15,994.00	16,006.00	8,008	3.11	1.82	2.74	1.16	\$4.45
10	Great Northern Railroad	13,943.67	9,230.05	4,713.62	1,032,465.00	1,171,031.00	53,960	39.00	4.45	16.31	2.48	\$100.15
11	Illinois Central Railroad	31,488.16	24,184.75	7,303.41	2,730,263.00	3,002,905.00	177,607	38.95	1.73	16.09	.80	\$100.00
12	Manchester & Onondaga Railway	3,074.87	2,469.21	605.66	23,778.00	23,778.00	3,773	39.11	.61	9.47	.46	\$1.40
13	Minneapolis & St. Louis R. R.	9,221.04	8,086.87	1,134.17	744,205.00	838,482.00	24,387	29.11	3.90	9.47	1.84	\$47.82
14	Tabor & Northern Railway	2,366.27	1,871.00	495.27	15,580.00	15,580.00	2,799	39.11	8.92	17.28	5.79	\$100.12
15	Union Pacific Railroad	29,863.98	19,419.40	10,444.58	2,026,145.00	2,447,108.00	157,248	31.41	3.81	14.41	1.79	\$102.56
16	Wabash Railway	27,006.02	20,232.28	6,773.74	2,073,349.00	2,286,632.00	177,742	31.41	3.81	14.41	1.79	\$102.56
	Grand Averages	\$18,604.39	\$13,745.77	\$4,858.62	\$1,286,064.50	\$1,465,067.51	102,525	39.00	5.42	15.80	2.84	\$100.50

\*Deficit.



TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 12—AVERAGES PER TRAIN MILE—Continued—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile							Averages Per Locomotive Mile								
		Passenger Train Car-Miles		Revenue passenger miles	Freight revenue	Operating		Net operating revenue	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains	
		Passenger trains	Mixed trains			Revenues	Expenses										
1	Atchafalpa, Topeka & Santa Fe Ry.	7.94	2.12	62.58	\$ 7.67	\$ 2.54	\$ 5.06	\$ 3.49	1.50	.87	44.48	.96	7.55	1.06	10.19	.90	14.98
2	Atlantic Northern Railway	1.00	13.06	2.92	1.30	2.48	2.04	.44	.00	44.36	.97	6.45	.96	10.18	.79	15.84	
3	Chicago, Bur. & Quincy R. R.	6.61	1.68	49.80	6.45	1.95	4.38	3.31	1.17	.80	39.72	.98	6.08	.97	7.73	.91	13.46
4	Chicago Great Western	5.59	1.18	42.41	5.91	1.64	3.90	3.30	.78	.83	39.72	.98	6.08	.97	7.73	.91	13.46
5	Chicago, Milwaukee & St. Paul	6.12	1.46	49.05	6.57	1.76	4.47	3.00	.80	.80	42.04	.98	6.08	.97	7.73	.91	13.46
6	Chicago & North Western	6.51	1.12	50.00	5.98	2.10	4.29	3.27	.93	.90	39.12	.99	6.43	.98	11.12	.68	11.23
7	Chicago, St. P., Minn. & O.	5.82	2.09	45.75	5.11	1.91	3.60	2.99	.79	.90	33.53	.98	5.71	.97	8.48	.62	12.51
8	Chicago, R. I. & Pacific Ry.	6.19	1.33	51.39	5.34	1.96	3.91	3.02	.89	.90	37.38	.99	6.16	.96	9.17	.85	17.57
9	Colfax Northern Railway	2.27	2.16	50.22	3.72	.92	2.36	4.41	2.05	1.00	5.84	1.00	2.26	1.00	4.94		
10	Great Northern Railroad	6.03	1.72	38.26	8.78	1.73	5.27	3.48	1.79	.92	50.07	.97	5.96	.99	8.94	.76	16.76
11	Illinois Central Railroad	6.34	2.51	53.84	6.08	1.98	4.34	3.33	1.01	.97	44.67	.96	6.13	1.00	5.19	1.00	15.27
12	Manchester & Onondaga Railway	.50	.50	1.94	1.11	1.83	1.32	1.27	.06				1.00	1.00	1.97		
13	Minneapolis & St. Louis R. R.	3.91	1.34	25.48	4.79	1.02	2.35	2.94	.41	.88	36.94	1.00	3.89	.98	6.86	.87	14.49
14	Tabor & Northern Railway	1.00			4.80		5.94	4.65	1.39				1.00	1.00	5.06		
15	Union Pacific Railroad	7.98	1.09	51.12	7.03	2.01	4.73	3.98	1.62	.92	51.71	.97	5.30	.98	14.98	.77	15.71
16	Wabash Railway	5.80	2.33	48.97	6.64	2.02	4.86	3.56	1.31	.94	44.11	.97	5.72	.99	7.94	.90	16.81
	Grand Averages	6.61	1.57	50.75	\$ 6.55	\$ 2.01	\$ 4.48	\$ 3.31	1.17	.92	42.86	.99	6.09	.97	9.74	.86	14.71

TABLE 11—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE PASSENGER—AND MISCELLANEOUS AVERAGES

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE  
PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE PASSENGER—AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Loaded Freight Car-Mile			Averages Per Car-Mile Passenger			Miscellaneous Averages							
		Ton-Miles		Freight revenue	Passenger-miles		Passenger revenue	Miles Hauled		Revenue Per					
		Revenue freight	All freight		Passenger revenue	Passenger revenue		Revenue freight	Non-revenue freight	All freight	Miles carried revenue passenger	Ton of freight	Ton-mile of freight	Passenger	Passenger-mile
1	Atchafalpa, Topeka & Santa Fe Ry.	18.81	21.37	\$ 2,885	111.98	\$ 3,729	300.18	147.87	298.11	232.47	\$3,000.00	\$ .0121	\$7,230.51	\$ .0112	68.02
2	Atlantic Northern Railway	11.84	12.20	1,207.71	4.02	1,472.33	14.71	15.86	14.06	11.41	1,498.1	.0036	4,253.6	.0061	82.17
3	Chicago, Bur. & Quincy R. R.	23.35	37.05	2,835	12.50	3,514.22	283.97	237.23	276.54	52.94	2,747.01	.00063	1,487.98	.02810	73.31
4	Chicago Great Western	30.28	21.50	1,942.90	10.79	3,000.00	297.95	97.60	295.79	119.39	2,554.35	.00068	3,413.38	.02900	80.86
5	Chicago, Milwaukee & St. Paul	21.86	24.97	2,266.4	10.84	3,150.8	241.32	208.50	244.41	68.78	2,334.29	.00060	2,003.95	.02912	80.51
6	Chicago & North Western	19.78	23.36	2,608.8	14.65	3,793.2	148.65	304.46	136.36	35.05	1,881.59	.00069	3,911.48	.02844	77.84
7	Chicago, St. P., Minn. & O.	30.32	22.38	2,596.6	12.54	4,088.5	154.41	116.37	160.80	82.34	1,912.71	.00232	2,714.75	.03981	80.60
8	Chicago, R. I. & Pacific Ry.	19.04	21.51	2,284.5	12.17	3,981.4	246.85	183.66	237.48	53.84	2,901.85	.01009	1,639.92	.03977	77.37
9	Colfax Northern Railway	36.30	37.78	1,604.85	14.77	1,263.1	4.95	4.95	4.95	5.00	2,182.2	.04409	6,610.2	.01022	187.01
10	Great Northern Railroad	24.79	28.09	3,021.8	11.46	3,921.7	254.31	242.91	232.91	121.30	3,080.05	.01058	5,831.10	.03161	65.99
11	Illinois Central Railroad	22.92	26.84	2,107.0	13.35	3,787.2	208.53	187.20	256.43	27.21	2,303.4	.00881	7,776.2	.02867	76.81
12	Manchester & Onondaga Railway	13.09	12.20	1,823.7	2.16	1,008.9	8.13		8.13		7,422.7	.00119	3,707.7	.02149	95.90
13	Minneapolis & St. Louis R. R.	21.56	26.33	2,222.9	9.73	3,940.9	186.86	198.06	188.06	56.38	1,900.68	.01070	1,769.84	.03139	87.70
14	Tabor & Northern Railway	27.75	27.75	3,450.70	6.95	3,861.0	10.75		10.75		1,338.2	.12454	4,929.9	.04585	78.77
15	Union Pacific Railroad	17.05	20.72	1,947.2	10.58	3,929.6	430.27	300.18	404.11	240.66	4,733.42	.01105	6,922.2	.02976	65.02
16	Wabash Railway	30.25	22.34	2,414.1	12.71	4,004.1	247.38	150.87	233.45	96.27	2,615.06	.01057	3,032.4	.03151	73.07
	Grand Averages	21.15	24.06	\$ 2,224	\$12.34	\$ 3,568.9	250.46	211.14	244.91	50.15	\$2,738.6	\$ .01096	\$1,723.0	\$ .02911	73.90

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 1—TRAIN MILES

Number	Railway Companies	Average miles of road operated	Train Miles						
			Freight						
			Ordinary	Light	Total	Passenger	Mixed	Special	Total transportation service
1	Atchison, Topeka & Santa Fe Railway	19.80	113,807	608	114,540	128,475	7,240	122	230,386
2	Atlantic Northern Railway	17.07	34	34	34	3,325	10,774	68	14,301
3	Chicago, Burlington & Quincy Railroad	1,445.50	2,064,304	6,037	2,000,401	2,980,353	167,871	3,005	5,241,440
4	Chicago Great Western Railroad	776.41	1,033,000	1,901	1,035,007	1,543,121	95,037	2,300	3,260,535
5	Chicago, Milwaukee & St. Paul Railway	1,928.82	3,794,108	8,374	3,802,542	3,069,037	235,985	4,389	7,131,903
6	Chicago & North Western Railway	1,654.09	4,054,750	30,250	4,085,002	4,082,136	394,071	1,169	8,437,478
7	Chicago, St. Paul, Minneapolis & Omaha Railway	198.90	302,757	678	303,435	221,301	14,701	80	337,556
8	Chicago, Rock Island & Pacific Railway	2,272.72	3,967,027	55,185	3,993,212	3,666,350	630,835	1,579	8,002,940
9	Colfax Northern Railway	5.00	628	628	628	945	495	—	2,008
10	Great Northern Railway	77.80	100,738	255	100,993	100,846	—	—	215,830
11	Illinois Central Railroad	718.12	2,055,180	2,989	2,058,172	1,441,000	—	1,284	3,501,146
12	Manchester & Okeoka Railway	8.14	—	—	—	—	15,903	—	15,903
13	Minneapolis & St. Louis Railroad	884.14	1,347,802	5,180	1,352,991	833,004	138,510	330	2,345,163
14	Tabor & Northern Railway	10.75	—	—	—	—	4,330	—	4,330
15	Union Pacific Railroad	2.48	10,100	648	10,748	15,251	—	2	35,091
16	Wabash Railway	208.37	312,743	7,087	319,830	220,631	7,701	408	627,603
	Total	10,207.88	19,705,440	80,348	19,875,794	18,438,025	*1,403,240	14,925	39,732,000

\*Freight proportion of mixed train miles 80% of 1,403,240 equals 1,122,592.  
 Passenger proportion of mixed train miles 20% of 1,403,240 equals 280,648.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Railway	114,540	7,569	9,973	132,115	128,475	2,287	13,940	144,702
2	Atlantic Northern Railway	34	—	—	34	—	—	—	34
3	Chicago, Burlington & Quincy Railroad	2,001,309	87,954	91,145	2,270,408	2,975,509	24,308	42,400	3,042,207
4	Chicago Great Western Railroad	1,035,142	176,543	113,734	1,314,409	1,318,449	5,404	21,404	1,345,257
5	Chicago, Milwaukee & St. Paul Railway	3,802,542	135,302	145,706	4,078,671	2,988,561	17,850	38,371	3,044,782
6	Chicago & North Western Railway	4,085,435	55,039	26,976	4,177,450	4,082,136	430	17,028	4,100,114
7	Chicago, St. Paul, Minneapolis & Omaha Railway	311,495	13,706	8,200	333,583	235,977	127	7,038	243,142
8	Chicago, Rock Island & Pacific Railway	3,966,212	87,041	51,375	4,104,628	3,635,572	18,308	25,242	3,679,117
9	Colfax Northern Railway	628	—	—	628	945	—	—	945
10	Great Northern Railway	100,993	229	1,768	111,975	100,846	—	4,971	100,917
11	Illinois Central Railroad	2,058,172	12,941	7,401	2,078,574	1,441,000	7,317	29,861	1,478,272
12	Manchester & Okeoka Railway	—	—	—	—	—	—	—	—
13	Minneapolis & St. Louis Railroad	1,352,991	151,308	47,291	1,551,400	833,004	224	706	834,114
14	Tabor & Northern Railway	—	—	—	—	—	—	—	—
15	Union Pacific Railroad	19,838	4,235	13,715	37,791	15,251	2	30,900	36,103
16	Wabash Railway	319,830	136,502	501	446,833	220,631	7,964	8,579	316,194
	Total	18,885,361	857,003	520,293	21,262,617	18,059,276	81,566	229,003	18,370,285



TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 3—LOCOMOTIVE MILES—Continued

Number	Railway Companies	Locomotive Miles—Continued								Train switching
		Mixed Train				Special Train				
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	
1	Atchison, Topeka & Santa Fe Railway	7,240		723	7,963	122		2	124	
2	Atlantic Northern Railway	10,774			10,774	68			68	2,416
3	Chicago, Burlington & Quincy Railroad	167,691	1,836	2,307	171,724	3,005	202	307	3,514	111,449
4	Chicago Great Western Railroad	95,057		2,392	97,449	2,300	25	170	2,495	121,089
5	Chicago, Milwaukee & St. Paul Railway	225,935	1,118	6,374	233,427	4,389	23	64	4,476	313,122
6	Chicago & North Western Railway	204,071	73	2,958	207,102	1,169	6	9	1,175	72,105
7	Chicago, Rock Island & Pacific Railway	18,591		2,128	15,719	75			75	16,614
8	Colfax Northern Railway	400,895	9,832	22,348	462,966	1,579	337		1,916	422,429
9	Great Northern Railway	495			495					10,506
10	Illinois Central Railroad					1,284			1,284	104,185
11	Manchester & Oelwein Railway	15,860			15,860					508
12	Minneapolis & St. Louis Railroad	158,510	96	2,336	160,942	510	37	32	579	183,400
13	Tabor & Northern Railway	4,330			4,330					
14	Union Pacific Railroad					2		4	6	
15	Wabash Railway	7,704			7,704	408	204		612	83,099
16	Total	1,492,156	12,964	41,356	1,456,476	14,911	1,020	538	16,519	1,342,963

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles—Continued					Car Miles			
		Yard Switching			Total transportation	Work service	Freight Train		Sum of loaded and empty	
		Freight	Passenger	Total			Loaded	Empty		
1	Atchison, Topeka & Santa Fe Railway.....	183,629	6,894	190,523	475,427	11,791	4,005,763	3,039,572	7,045,335	
2	Atlantic Northern Railway.....				13,292					
3	Chicago, Burlington & Quincy Railroad.....	781,986	77,004	858,990	6,458,622	74,173	52,344,021	31,225,008	83,569,029	
4	Chicago Great Western Railroad.....	516,388	32,764	549,152	4,028,739	80,009	48,346,557	35,020,069	73,366,616	
5	Chicago, Milwaukee & St. Paul Railway.....	1,124,132	63,419	1,187,551	8,868,094	217,068	106,086,869	65,145,142	171,232,011	
6	Chicago & North Western Railway.....	242,519	33,267	275,786	884,637	1,705	5,947,072	3,249,220	9,196,292	
7	Chicago, St. Paul, Minneapolis & Omaha Railway.....	1,031,507	111,634	1,143,141	9,841,426	148,650	96,835,071	46,396,667	143,231,738	
8	Chicago, Rock Island & Pacific Railway.....	816		816	2,884	10	1,955	1,718	3,673	
9	Colfax Northern Railway.....	112,889	11,293	124,182	337,539	896	2,854,906	2,396,577	5,251,483	
10	Great Northern Railway.....	473,988	46,623	520,611	4,132,926	104,250	43,002,000	27,529,000	70,531,000	
11	Illinois Central Railway.....	282,408	28,768	311,176	2,901,770	23,306	25,316,128	12,689,130	38,005,258	
12	Manchester & Oelwein Railway.....				4,230					
13	Minneapolis & St. Louis Railroad.....	437,626	59,160	496,786	570,745	4,374	602,906	259,234	862,140	
14	Tabor & Northern Railway.....	61,143	1,336	62,479	868,061	9,829	5,338,940	2,547,803	7,886,743	
15	Union Pacific Railroad.....									
16	Wabash Railway.....									
	Total.....	6,412,737	604,684	7,017,421	49,466,281	770,656	500,973,405	288,386,107	789,359,512	

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 5—CAR MILES

Number	Railway Companies	Car-Miles									
		Freight Train				Passenger Trains				Mixed Train—Freight	
		Caboose	Exclusive work equipment	Total	Passenger	Sleeping, parlor observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	119,027		5,080,507	180,720	502,979	73,648	430,948	1,228,301	50,470	3,390
2	Atlantic Northern Railway	1,544,366	244,204	85,608,314	5,006,171	3,700,806	624,548	8,140,638	18,080,243	26,104	14,995
3	Chicago, Bur. & Quincy R. R.	1,737,106	192,204	75,316,116	3,167,736	2,005,005	138,304	2,311,904	8,572,042	264,964	322,030
4	Chicago Great Western	3,887,420	353,771	175,475,202	5,385,815	3,879,748	467,245	5,576,907	15,872,806	1,207,793	374,977
5	Chicago, Milwaukee & St. Paul	4,235,030	185,238	185,870,450	5,024,630	3,879,748	1,274,706	10,824,873	22,932,197	1,618,020	948,100
6	Chicago & North Western	305,129	13,706	9,515,732	549,700	486,311	61,963	677,986	1,704,000	14,301	9,810
7	Chicago, St. P., Minn. & O.	4,035,300	211,008	144,440,366	7,418,159	7,119,901	1,078,101	6,535,371	23,151,795	2,400,228	887,122
8	Chicago, R. I. & Pacific Ry.										
9	Colfax Northern Railway	148,194		3,672	2,142				2,142	651	573
10	Great Northern Railroad	2,107,000	164,000	5,239,677	135,256	1,716		113,805	240,831		
11	Illinois Central Railroad			72,802,000	3,389,067	1,339,700	56,973	2,344,886	7,579,666		
12	Manchester & Onida Railway										
13	Minneapolis & St. Louis R. R.	1,332,901		30,356,249	1,430,534	287,564	744	1,370,640	3,065,482	9,678	7,371
14	Tabor & Northern Railway									500,644	281,061
15	Union Pacific Railroad		196	873,023	28,837	13,606	6,951	46,024	95,428	5,237	6,288
16	Wabash Railway	329,137	50,350	8,301,350	507,120	188,417	1,118	622,406	1,179,150	23,454	14,944
	Total	30,131,974	1,440,212	810,801,818	33,928,908	32,092,808	3,836,286	38,715,915	108,500,977	7,144,330	3,378,465

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 6—CAR MILES—Continued

Number	Railway Companies	Car-Miles								
		Mixed Train							Special Train—Freight	
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Railway	35	557	7,000	—	—	28,226	29,983	—	—
2	Atlantic Northern Railway	—	—	10,774	—	—	51,802	62,576	—	—
3	Chicago, Burlington & Quincy Railroad	191	7,121	195,349	—	—	49,647	1,140,851	30,607	—
4	Chicago Great Western Railroad	5,229	—	103,253	4,834	—	1,503	1,097,669	32,271	—
5	Chicago, Milwaukee & St. Paul Railway	6,083	14,512	321,945	528	—	18,238	1,097,642	45,899	—
6	Chicago & North Western Railway	16,328	36,037	242,791	—	—	57,992	2,936,571	17,644	—
7	Chicago, St. Paul, Minneapolis & Omaha Railway	—	145	29,200	—	—	—	53,136	81	—
8	Chicago, Rock Island & Pacific Railway	54,370	8,003	429,501	3,043	—	117,685	3,960,551	23,902	—
9	Coifax Northern Railway	—	—	1,071	—	—	—	2,205	—	—
10	Great Northern Railway	—	—	—	—	—	—	—	16,482	—
11	Illinois Central Railroad	—	—	14,243	—	—	—	31,902	—	—
12	Manchester & Onida Railway	—	—	154,304	587	—	130	945,626	6,375	—
13	Minneapolis & St. Louis Railroad	—	—	4,330	—	—	—	15,875	—	—
14	Tabor & Northern Railway	—	—	—	—	—	—	—	—	—
15	Union Pacific Railroad	—	—	15,480	—	—	—	53,005	4,752	—
16	Wabash Railway	—	—	—	—	—	—	—	—	—
Total		112,506	56,985	1,541,943	8,991	—	273,398	12,416,498	179,938	—



TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 7—CAR MILES—Continued

Number	Railway Companies	Car Miles								
		Special Train							Total transportation service	Work service
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor or observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Railway				00	20	140	220	9,400,084	64,632
2	Atlantic Northern Railway						08	08	51,361	
3	Chicago, Burlington & Quincy Railroad	2,886	12,256					45,804	104,925,212	87,160
4	Chicago Great Western Railroad	2,432	12,000					47,721	85,034,488	549,156
5	Chicago, Milwaukee & St. Paul Railway	4,331	1,157	14,071	2,485		536	60,467	192,238,000	1,226,115
6	Chicago & North Western Railway	1,330	6,232	300			242	25,848	218,007,132	242,031
7	Chicago, St. Paul, Minneapolis & Omaha Railway	9	39	9				138	11,273,977	2,075
8	Chicago, Rock Island & Pacific Railway	1,608	9,900				254	35,717	170,627,618	213,885
9	Colfax Northern Railway								5,110	186
10	Great Northern Railway								5,450,508	4,304
11	Illinois Central Railroad	1,285	7,058					24,705	80,406,451	1,222,186
12	Manchester & Oneida Railway								31,222	
13	Minneapolis & St. Louis Railroad	510	641	1,678	178		242	9,034	43,405,981	44,410
14	Tabor & Northern Railway								15,876	
15	Union Pacific Railroad	4						4	968,465	60,450
16	Wabash Railway	408	1,728					6,888	9,900,337	56,376
	Total	14,753	52,112	16,100	2,081	1,482		906,274	902,115,557	3,919,071

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 8—FREIGHT AND PASSENGER SERVICE

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton-Miles			Passengers carried— revenue	Passenger miles— revenue
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total		
1	Atchison, Topeka & Santa Fe.....	4,547,103	737,956	5,275,059	90,438,175	6,832,588	97,270,763	456,121	8,781,002
2	Atlantic Northern.....	31,000	720	31,720	309,802	9,218	319,140	3,731	43,332
3	Chicago, Burlington & Quincy.....	8,563,002	1,068,741	10,200,798	573,882,906	258,178,562	1,212,061,468	1,811,913	106,224,519
4	Chicago Great Western.....	3,881,000	1,017,065	6,268,971	1,008,315,804	81,802,872	1,090,118,676	736,537	66,972,321
5	Chicago, Milwaukee & St. Paul.....	11,557,540	1,506,700	13,064,243	2,966,693,388	204,409,128	3,271,002,516	1,289,478	80,906,229
6	Chicago & North Western.....	9,888,506	1,452,460	10,940,066	1,987,306,816	228,922,024	2,246,228,840	1,649,428	106,595,354
7	Chicago, St. P., Minn. & Omaha.....	1,503,271	114,888	1,681,159	137,048,537	8,314,561	145,363,101	256,776	12,036,153
8	Chicago, Rock Island & Pacific.....	11,375,894		11,375,894	1,710,076,102		1,710,076,102	2,188,422	175,419,745
9	Colfax Northern.....	19,165	732	19,897	94,845	3,020	98,865	9,492	47,490
10	Great Northern.....	821,044	55,596	876,640	60,715,010	3,176,981	63,892,065	30,537	1,460,676
11	Illinois Central.....	4,374,202	515,395	5,189,597	849,767,129	106,583,369	956,350,498	778,735	53,098,083
12	Manchester & Oneida.....	23,778		23,778	100,552		100,552	5,774	30,710
13	Minneapolis & St. Louis.....	3,940,313	601,547	4,541,860	835,248,280	88,903,507	715,151,786	382,376	16,709,654
14	Tabor & Northern.....	13,560		13,560	145,806		145,806	2,759	30,090
15	Union Pacific.....	5,024,104	269,724	5,293,828	11,007,771	606,201	12,275,972	325,076	708,596
16	Wabash.....	1,999,444		2,607,337	121,844,383	5,300,396	127,600,701	174,365	8,477,310
	Total.....	68,767,179	8,201,204	76,968,383	9,644,908,979	1,055,010,054	10,649,919,033	10,166,456	725,771,106

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 9—REVENUES AND EXPENSES

Number	Railway Companies	Revenues and Expenses					
		101 Freight revenue	102 Passenger revenue	103 Passenger service	104 Operating revenues	105 Operating expenses	106 Net operating revenues
1	Atchison, Topeka & Santa Fe	\$ 1,967,867.30	270,510.33	384,911.80	1,923,112.60	1,200,607.67	220,484.96
2	Atlantic Northern	31,512.40	1,866.28	3,631.74	35,277.35	28,978.74	6,298.61
3	Chicago, Burlington & Quincy	11,618,418.44	3,426,361.31	5,135,505.41	17,151,013.30	14,786,900.43	2,364,112.87
4	Chicago Great Western	5,272,357.80	2,031,852.44	2,693,823.20	12,480,002.38	10,461,508.71	2,018,493.67
5	Chicago & North Western	5,157,890.34	2,031,852.44	2,693,823.20	12,480,002.38	10,461,508.71	2,018,493.67
6	Chicago & North Western	5,157,890.34	2,031,852.44	2,693,823.20	12,480,002.38	10,461,508.71	2,018,493.67
7	Chicago, St. P., Minn. & Omaha	2,300,634.76	601,879.65	913,886.91	2,816,391.32	1,688,941.13	1,127,450.19
8	Chicago, Rock Island & Pacific	20,966,391.05	5,830,319.62	7,367,366.70	28,047,196.48	22,432,466.02	5,614,730.46
9	Colfax Northern	4,182.25	400.00	870.00	4,852.25	3,113.91	1,738.34
10	Great Northern	544,998.29	16,608.45	27,900.11	568,506.85	470,139.18	91,367.67
11	Illinois Central	7,557,400.00	1,746,400.00	2,000,000.00	10,303,800.00	8,500,000.00	1,803,800.00
12	Manchester & Oquida	17,649.19	1,433.24	2,000.87	20,103.29	16,000.00	4,103.29
13	Minneapolis & St. Louis	5,503,897.67	556,282.00	882,384.60	6,942,564.27	6,570,734.71	371,829.56
14	Tabor & Northern	18,166.03	1,279.60	4,329.73	23,775.36	20,119.98	3,655.38
15	Union Pacific	182,229.48	18,341.40	26,015.76	226,586.64	214,829.37	11,757.27
16	Wabash	1,146,026.46	290,671.67	462,841.11	1,900,539.24	2,100,913.35	-199,374.11
	Total	\$ 104,476,373.06	\$ 23,001,347.19	\$ 32,018,961.86	\$ 139,765,705.80	\$ 118,518,978.64	\$ 21,246,727.16

\*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 10—AVERAGES PER MILE OF ROAD

Number	Railway Companies	Averages Per Mile of Road									
		Freight train miles	Mixed train miles	Special train miles	Transportation serv.	Ice train miles	Work train miles	Locomotive miles	Freight service car miles	Passenger service car miles	Passenger service freight revenue
1	Atchison, Topeka & Santa Fe	5,759	6,450	364	12,568	820	272	21,000	490,000	62,000	\$5,117.86
2	Atlantic Northern	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
3	Chicago, Burlington & Quincy	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
4	Chicago Great Western	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
5	Chicago & North Western	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
6	Chicago & North Western	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
7	Chicago, St. P., Minn. & Omaha	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
8	Chicago, Rock Island & Pacific	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
9	Colfax Northern	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
10	Great Northern	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
11	Illinois Central	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
12	Manchester & Oquida	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
13	Minneapolis & St. Louis	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
14	Tabor & Northern	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
15	Union Pacific	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
16	Wabash	1,466	190	601	2,257	820	272	4,400	10,000	1,800	1,840.58
	Grand average	1,947	1,806	137	3,896	1	61	4,846	80,406	10,288	\$10,284.96

\*Deficit.



TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE

Number	Railway Companies	Averages Per Mile of Road—Continued						Averages Per Train Mile					
		Operating revenues	Operating expenses	Net operating revenues	Ton-Miles		Passenger miles revenue	Loaded Freight Car-Miles		Empty Freight Car-Miles		Ton-Miles	
					Revenue freight	All freight		Freight trains	Mixed trains	Freight trains	Mixed trains	Revenue freight	All freight
1	Atchafalaya, Topeka & Santa Fe	\$76,578.81	\$64,800.28	\$11,688.53	\$4,546,917	\$4,800,436	443,481	42.83	6.97	36.54	47	763.57	\$811.26
2	Atlantic Northern	1,964.78	1,697.61	1,368.98	18,132	18,000	2,028	2.43	2.43		1.39	28.67	39.38
3	Chicago, Burlington & Quincy	16,081.71	13,460.94	2,620.77	973,603	938,456	73,551	25.04	3.37	14.94	1.93	438.80	546.11
4	Chicago Great Western	13,235.03	11,214.40	2,020.63	1,288,047	1,439,367	86,250	39.75	12.71	16.40	3.94	568.02	606.23
5	Chicago, Milwaukee & St. Paul	19,324.95	14,438.28	5,086.67	1,216,192	1,374,642	120,891	37.50	2.77	17.12	1.80	530.32	571.08
6	Chicago & North Western	14,663.64	8,319.92	6,145.72	606,713	737,921	61,100	18.90	6.13	16.93	3.50	436.80	519.71
7	Chicago, St. P., Minn. & O.	12,540.79	9,879.12	2,461.67	732,436		76,300	23.50	5.78	11.41	.63	438.35	464.94
8	Chicago, Rock Island & Pacific	821.83	1,536.95	-715.08					10.71	2.66	302.08		
9	Colfax Northern	12,296.09	8,671.18	3,594.50	15,994	16,005	8,000	3.11	1.32	2.74	1.16	84.45	87.68
10	Great Northern	14,768.54	14,448.29	320.24	1,183,308	889,662	18,576	25.90		20.00		553.90	580.87
11	Illinois Central	2,574.87	2,469.24	105.63	32,778	32,778	73,930	30.92		13.28		412.87	465.63
12	Manchester & Onondaga	7,713.67	7,441.66	271.71	708,313	808,887	19,001	25.71	.61		.46		
13	Manitowish & St. Louis	2,306.27	1,891.63	422.42	13,509	13,509	2,700		9.38	1.77		421.50	481.44
14	Tabor & Northern	77,005.96	66,621.30	*9,016.31	4,660,553	4,949,182	286,700	30.40		12.61		585.13	618.71
15	Union Pacific	7,720.47	10,058.47	*2,538.00	583,360	698,276	40,566	16.68	3.04	7.97	1.82	374.50	390.50
16	Wabash												
	Grand average	\$13,601.70	\$11,366.04	\$2,245.71	944,840	1,043,304	71,000	35.80	5.69	14.51	2.34	459.32	507.71

\*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA  
PART 12—AVERAGES PER TRAIN MILE—Continued—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile						Averages Per Locomotive Mile									
		Passenger Train Car-Miles		Operating		Net operating revenue		Train-miles—freight trains		Car-miles—freight trains		Train-miles—passenger trains		Car-miles—passenger trains		Train-miles—mixed trains	
		Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Revenue	Expenses								Car-miles—mixed trains	Train-miles—special trains
1	Atchafalaya, Topeka & Santa Fe	9.56	5.05	66.61	9.26	3.92	6.06	5.15	.98	.87	61.16	.80	8.49	.91	11.43	.96	1.77
2	Atlantic Northern		1.00	13.03	2.92	1.10	2.48	2.04	.44	1.00				1.00	4.81		
3	Chicago, Burlington & Quincy	6.07	1.46	35.26	5.23	1.70	3.27	2.81	.46	.92	37.73	.98	5.94	.96	6.04	.81	12.71
4	Chicago Great Western	5.96	1.15	43.32	5.56	1.70	3.82	3.30	.52	.85	39.34	.98	6.11	.96	17.45	.99	19.49
5	Chicago, Milwaukee & St. Paul	4.34	1.56	35.95	4.37	1.59	2.58	2.06	.52	.93	44.02	1.00	5.68	.97	6.03	.98	15.45
6	Chicago & North Western	7.17	1.14	47.84	5.57	1.10	3.78	2.80	.98	.96		1.00	1.14	.96	11.09	.90	22.00
7	Chicago, St. P., Minn. & O.	7.32	1.09	49.16	7.36	2.10	5.11	2.34	2.77	.91	38.53	.98	7.01	.94	3.38	.96	1.48
8	Chicago, Rock Island & Pacific	6.04	1.38	49.51	4.60	3.01	3.46	2.77	.69	.97	34.96	1.00	6.02	.93	8.02	.82	16.64
9	Colfax Northern	2.37	2.16	50.22	2.72	.52	3.36	4.41	2.05	1.00	5.84	1.00	2.30	1.00	4.64		
10	Great Northern	4.26	1.32	12.50	4.58	.86	4.43	2.13	1.30	.98	40.53	.98	2.19				
11	Illinois Central	5.39		36.83	3.59	1.66	3.06	2.96	.97	.90	35.06	.98	5.13			1.00	19.31
12	Manchester & Oneida		.90	1.94	1.11	1.13	1.32	1.27	.06					1.00	1.97		
13	Colfax Northern		.98	19.55	3.97	.97	2.91	2.81	.10	.87	25.37	1.00	3.71	.98	5.86	.86	16.07
14	Tabor & Northern		1.00		4.29		5.94	4.66	1.30					1.00	3.66		
15	Union Pacific		6.46	8.13	1.74	5.48	6.12	7.61	.61	.92	33.49	.95	2.4			.83	
16	Wabash	3.93	2.02	28.08	4.50	1.33	2.97	3.35	.78	.72	18.48	.95	3.72	1.06	6.38	.61	19.35
	Grand average	5.98	1.30	38.77	4.98	1.74	3.52	2.91	.60	.93	38.14	1.00	5.91	.96	8.53	.90	16.40

\*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 12—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE—PASSENGER AND MISCELLANEOUS

Number	Railway Companies	Averager Per Loaded Freight Car-Mile			Averager Per Car-Mile Passenger		Miscellaneous Averages								
		Ton-Miles		Freight revenue	Passenger miles revenue	Passenger revenue	Miles Hauled			Revenue Per					
		Revenue freight	All freight				Revenue freight	Non-revenue freight—182	All freight	Milk carried—rev- enue passengers	Ton of freight	Ton-mile of freight	Passenger	Passenger-mile	Operating ratio— per cent
1	Atchafalaya, Topeka & Santa Fe	13.25	19.65	\$221.02	11.00	\$371.63	19.80	9.30	18.44	19.35	\$242.23	\$0.0213	\$0.0124	\$0.03180	84.74
2	Atlantic Northern	11.84	12.20	1,006.71	4.02	1,172.29	14.71	12.80	14.00	11.61	1,408.81	1,018.90	1,425.10	1,036.01	82.17
3	Chicago, Burlington & Quincy	18.41	22.91	2,106.00	11.19	3,000.00	114.40	190.62	118.75	56.90	1,304.78	1,019.93	1,819.00	1,032.29	83.92
4	Chicago, Great Western	20.33	22.00	1,931.19	10.78	3,554.32	187.42	90.36	170.39	32.18	1,770.09	1,009.49	2,732.17	1,001.15	83.70
5	Chicago, Milwaukee & St. Paul	19.37	21.28	1,906.96	8.44	3,769.89	178.81	135.67	172.84	62.79	1,812.10	1,001.13	2,061.04	1,032.92	84.73
6	Chicago & North Western	17.44	19.71	1,997.71	11.29	3,928.26	209.45	178.36	205.31	119.17	2,398.41	1,014.35	3,800.29	1,021.14	73.95
7	Chicago, St. P., Minn. & O.	22.50	24.38	3,978.81	11.31	3,700.00	67.50	72.37	86.47	46.87	1,408.89	1,017.73	1,603.10	1,033.49	57.92
8	Chicago, Rock Island & Pacific	17.73	20.38	2,832.32	11.58	3,894.85	150.32	4.35	4.35	5.00	2,182.23	1,040.09	1,651.62	1,032.02	187.61
9	Colfax Northern	36.59	37.78	1,004.85	14.71	1,253.11	4.35	4.35	4.35	48.13	1,658.64	1,031.91	1,624.64	1,037.96	70.49
10	Great Northern	21.37	22.38	2,068.81	11.58	3,807.73	73.95	37.15	72.98	48.13	1,658.64	1,031.91	1,624.64	1,037.96	70.49
11	Illinois Central	19.73	22.36	1,867.72	10.25	3,373.70	194.27	133.18	184.67	68.19	1,828.86	1,004.12	2,245.07	1,020.00	97.83
12	Manchester & Onida	12.50	12.39	1,823.72	2.10	1,000.00	8.13	8.13	8.13	8.14	7,427.27	1,011.19	3,797.77	1,021.13	95.90
13	Minneapolis & St. Louis	24.33	27.60	2,296.33	8.94	3,260.07	158.03	147.79	167.49	43.94	1,408.83	1,004.43	1,434.81	1,033.11	96.48
14	Tabor & Northern	47.70	27.73	8,467.70	6.95	3,180.00	10.75	10.75	10.75	10.75	1,338.82	1,245.4	4,929.49	1,048.03	78.77
15	Union Pacific	19.35	20.35	3,000.04	16.09	4,559.4	2.31	2.47	2.31	2.20	1,032.22	1,012.86	1,037.48	1,056.13	111.62
16	Wabash	22.74	23.72	2,128.00	10.99	3,732.39	64.11	38.03	62.30	48.40	1,668.89	1,036.66	1,677.72	1,044.1	130.28
	Grand average	18.96	20.96	\$2,060.2	10.76	\$3,494.8	140.66	119.73	138.38	71.39	\$1,337.1	\$0.0183	\$1,321.49	\$0.0252	83.87

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	34,808	1,344,416	5,234	90,932	37,102	1,435,328	14,056	503,634	2,054	79,000	16,110	522,664
2	Chicago, Burlington & Quincy R. R.	40,900	1,707,933	4,503	135,095	45,403	1,843,031	39,501	1,574,190	5,192	200,676	44,693	1,774,866
3	Chicago, Great Western R. R.	1,241	47,469	6,000	231,924	7,241	279,413	5,256	81,925	2,067	75,244	4,323	157,170
4	Chicago, Milwaukee & St. Paul Ry.	40,189	1,715,258	1,680	66,550	41,869	1,781,810	19,801	782,402	3,254	85,463	23,055	867,865
5	Chicago & North Western Ry.	10,600	445,508	7,228	297,896	17,827	743,596	22,035	905,588	10,800	462,156	28,795	1,177,744
6	Chicago, St. Paul, Minn. & O. Ry.	10,600	445,473	5,144	215,301	15,807	660,864	5,642	209,082	3,127	121,153	8,779	331,135
7	Chicago, Rock Island & Pacific Ry.	27,638	1,142,851	4,098	165,812	31,730	1,308,663	20,217	774,491	7,000	283,865	27,283	1,098,346
8	Great Northern Ry.	56,708	2,421,885	5,547	166,025	62,255	2,587,910	4,113	157,672	500	30,792	4,700	178,394
9	Illinois Central R. R.	6,337	230,972	8,913	354,402	10,440	425,574	22,025	1,304,054	5,682	224,903	27,004	1,528,983
10	Minneapolis & St. Louis R. R.	11,166	455,144	1,125	45,354	12,291	500,598	7,363	273,631	431	14,622	7,794	293,313
11	Union Pacific R. R.	6,199	244,657	1,309	75,031	8,008	320,188	12,990	521,425	3,715	136,155	16,705	667,580
12	Wabash Railway	21,028	1,002,547	4,376	308,949	25,904	1,211,496	13,115	522,452	2,258	87,635	15,373	609,087
	Total	293,430	12,530,223	44,776	1,856,123	313,212	13,386,346	194,061	7,624,417	46,206	1,961,702	239,267	9,286,119



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	3,065	97,446	3,783	127,046	6,878	224,492	5,030	169,883	1,262	42,078	6,292	211,960
2	Chicago, Burlington & Quincy R. R.	11,307	396,597	7,449	290,000	18,656	686,597	2,308	85,140	1,340	48,038	3,648	133,178
3	Chicago Great Western R. R.	3,315	111,933	2,453	80,662	5,768	192,595	1,414	50,718	980	36,143	2,394	86,861
4	Chicago, Milwaukee & St. Paul Ry.	25,079	907,833	1,057	37,124	26,136	944,957	11,070	440,222	800	31,724	11,870	471,946
5	Chicago & North Western Ry.	21,480	766,956	13,068	464,097	34,548	1,231,053	6,437	251,918	6,000	237,830	12,437	500,754
6	Chicago, St. Paul, Minn. & O. Ry.	10,159	330,622	5,228	194,080	15,387	555,332	6,432	230,800	1,055	32,448	7,487	263,248
7	Chicago, Rock Island & Pacific Ry.	22,017	745,634	3,257	104,434	25,274	850,068	4,170	136,304	1,055	32,448	5,225	168,752
8	Great Northern Ry.	13,490	506,316	199	6,632	13,689	512,948	15,415	626,343	620	24,817	16,035	651,160
9	Illinois Central R. R.	21,130	667,632	8,130	268,397	29,260	936,029	951	36,547	1,837	56,192	2,788	76,739
10	Minneapolis & St. Louis R. R.	10,276	366,097	82	2,676	10,357	368,773	2,719	101,782	62	1,868	2,781	103,650
11	Union Pacific R. R.	4,122	137,987	5,031	185,066	9,153	323,043	426	14,346	794	26,322	1,220	40,668
12	Wabash Railway	4,002	135,417	675	20,711	4,727	156,128	1,172	46,679	184	5,306	1,356	51,985
Total		149,427	5,170,214	60,902	1,751,771	210,329	6,921,985	57,624	2,200,751	18,495	670,142	76,019	2,870,893

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	29,138	738,151	2,022	54,463	31,236	792,614	11,480	272,349	1,822	48,384	13,302	320,733
2	Chicago, Burlington & Quincy R. R.	19,120	484,212	9,758	259,384	28,878	733,596	17,410	389,529	6,094	151,109	24,104	540,638
3	Chicago Great Western R. R.	10,442	275,318	2,018	56,325	12,460	331,643	3,010	70,478	1,266	35,215	4,276	95,693
4	Chicago, Milwaukee & St. Paul Ry.	31,586	822,906	4,761	108,353	36,347	931,259	19,478	459,187	2,435	62,900	21,913	522,177
5	Chicago & North Western Ry.	4,796	115,291	10,951	433,063	15,747	548,354	6,465	150,949	16,517	387,740	22,982	538,689
6	Chicago, St. Paul, Minn. & O. Ry.	9,061	230,866	1,355	32,000	10,416	262,866	11,637	288,972	636	13,749	12,273	302,721
7	Chicago, Rock Island & Pacific Ry.	28,032	733,930	4,602	115,412	32,634	849,342	21,285	556,869	2,490	65,009	23,775	611,878
8	Great Northern Ry.	15,701	411,481	1,012	47,541	16,713	459,022	6,349	164,361	670	13,472	7,019	177,380
9	Illinois Central R. R.	5,278	117,169	14,700	362,098	19,978	479,267	12,916	280,606	10,341	222,957	23,257	504,563
10	Minneapolis & St. Louis R. R.	13,881	348,004	2,157	55,185	16,038	403,189	3,928	97,137	779	17,625	4,707	115,002
11	Union Pacific R. R.	3,919	105,359	9,688	275,877	13,607	361,236	4,828	106,961	8,105	177,251	12,933	324,212
12	Wabash Railway	11,645	297,417	2,193	64,317	13,838	361,734	3,066	70,839	1,676	34,518	4,742	105,357
Total		184,239	4,689,080	71,117	1,844,998	255,340	6,534,018	124,802	2,907,120	63,447	1,201,345	178,249	4,108,465

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	21,977	314,703	1,375	17,945	26,352	332,648						
2	Chicago, Burlington & Quincy R. R.	15,729	175,536	3,304	50,453	17,033	225,989	425	5,066	141	1,921	566	7,017
3	Chicago Great Western R. R.	1,405	17,121	214	2,709	1,619	19,837	40	846	30	821	79	1,667
4	Chicago, Milwaukee & St. Paul Ry.	9,806	138,668	3,137	39,761	13,036	178,452	1,832	28,962	505	7,277	2,337	36,239
5	Chicago & North Western Ry.	15,788	196,361	2,305	30,732	18,154	227,093	745	10,517	287	3,379	1,032	13,896
6	Chicago, St. Paul, Minn. & O. Ry.	2,857	36,676	3,059	38,425	5,916	75,101	54	600	100	1,217	154	1,907
7	Chicago, Rock Island & Pacific Ry.	5,601	70,392	2,703	34,332	8,304	104,624	3	35	18	191	21	216
8	Great Northern Ry.	8,539	117,777	1,380	19,743	9,919	137,520	16	196	170	2,151	186	2,341
9	Illinois Central R. R.	7,741	92,836	6,280	78,455	14,021	171,351	4,202	52,553	1,307	17,236	5,509	69,840
10	Minneapolis & St. Louis R. R.	544	6,853	113	1,435	657	8,288						
11	Union Pacific R. R.	6,130	74,210	1,319	16,933	7,449	91,143	18	179	191	2,228	209	2,407
12	Wabash Railway	14,685	195,672	1,633	25,316	16,318	220,988			245	2,808	245	2,858
	Total	111,876	1,436,755	27,409	355,929	139,345	1,792,684	7,355	99,058	3,063	39,339	10,448	138,397

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed and Products Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6,691	65,616	1,171	18,592	7,772	84,236	5,414	129,229	3,900	67,546	8,314	196,476
2	Chicago, Burlington & Quincy R. R.	21	335	1,301	20,229	1,322	20,574	88	1,817	1,437	34,033	1,525	35,850
3	Chicago Great Western R. R.	2	46	501	8,002	503	8,042	22	477	211	4,914	233	5,291
4	Chicago, Milwaukee & St. Paul Ry.	133	1,721	419	7,236	554	8,947	79	2,780	163	3,909	242	6,699
5	Chicago & North Western Ry.	54	1,106	128	1,709	182	2,815	115	3,862	438	10,305	553	14,167
6	Chicago, St. Paul, Minn. & O. Ry.	10	116	82	1,115	92	1,231			26	631	26	631
7	Chicago, Rock Island & Pacific Ry.	15,476	131,529	3,849	48,000	19,316	179,529	9,827	241,600	2,623	63,229	12,443	304,839
8	Great Northern Ry.	5	82	394	6,064	299	6,126			114	2,879	114	2,879
9	Illinois Central R. R.	13,817	137,702	19,456	212,365	33,273	350,187	11,030	257,009	7,248	186,120	18,278	457,729
10	Minneapolis & St. Louis R. R.			33	431	33	431			165	4,234	165	4,234
11	Union Pacific R. R.			3,301	38,837	3,301	38,837	30	713	920	21,594	956	22,307
12	Wabash Railway			271	4,827	271	4,827	4	80	1,328	31,060	1,332	31,136
	Total	36,121	338,338	50,097	598,337	66,818	769,675	26,692	638,167	17,579	424,044	44,181	1,062,211



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	19,544	341,265	916	16,761	20,460	358,026	33,264	402,372	10,198	143,940	45,462	636,312
2	Chicago, Burlington & Quincy R. R.	68	740	2,588	42,732	2,656	43,472	2,813	36,006	15,018	336,800	18,731	273,804
3	Chicago Great Western R. R.	12	119	2,577	40,971	2,589	41,090	168	2,200	8,519	139,040	8,887	131,240
4	Chicago, Milwaukee & St. Paul Ry.	65	1,466	4,549	77,255	4,600	78,721	1,422	24,268	24,648	338,083	26,070	377,941
5	Chicago & North Western Ry.	29	371	2,454	43,660	2,483	44,031	1,948	24,713	34,584	400,088	36,532	521,701
6	Chicago, St. Paul, Minn. & O. Ry.	4	69	1,512	20,982	1,516	21,051	418	6,154	5,477	84,548	5,895	90,702
7	Chicago, Rock Island & Pacific Ry.	31	620	8,502	144,516	8,533	145,136	1,974	26,186	24,504	312,012	26,228	338,198
8	Great Northern Ry.	18	155	775	12,937	793	13,112	17,670	316,738	2,635	36,558	20,311	333,006
9	Illinois Central R. R.	160	2,470	7,307	111,540	7,467	114,019	31,911	332,911	23,010	317,292	55,321	670,203
10	Minneapolis & St. Louis R. R.	—	—	304	1,063	304	1,063	73	1,002	4,183	60,045	4,256	70,047
11	Union Pacific R. R.	61	674	5,505	89,285	5,520	89,959	1,594	21,584	15,056	218,977	16,650	240,561
12	Wabash Railway	20	235	10,015	190,613	10,035	190,848	239	2,715	68,966	1,013,545	69,195	1,016,260
Total		20,000	318,193	40,858	722,953	60,858	1,141,146	93,470	1,307,747	237,778	3,412,327	333,248	4,720,074

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6,394	107,458	6,377	107,500	12,771	215,018	10,404	121,363	3,027	38,502	13,521	159,765
2	Chicago, Burlington & Quincy R. R.	4,391	73,185	12,718	222,349	17,109	295,534	1,194	15,414	4,473	67,494	5,667	72,908
3	Chicago Great Western R. R.	139	2,368	2,843	48,929	2,982	51,297	288	4,271	1,945	24,264	2,233	28,535
4	Chicago, Milwaukee & St. Paul Ry.	2,794	32,361	2,443	43,592	5,237	65,953	3,834	59,306	3,603	68,823	7,327	128,129
5	Chicago & North Western Ry.	8,744	160,108	10,048	188,353	19,392	348,461	4,327	69,451	5,900	72,918	10,227	133,369
6	Chicago, St. Paul, Minn. & O. Ry.	2,513	45,110	4,279	75,806	6,792	120,976	476	7,110	1,945	13,864	1,530	20,994
7	Chicago, Rock Island & Pacific Ry.	1,878	30,854	16,312	181,610	12,230	212,464	1,406	18,509	20,968	245,987	22,404	264,566
8	Great Northern Ry.	21,742	336,737	502	9,146	22,244	305,883	754	12,467	82	10,502	1,606	23,419
9	Illinois Central R. R.	1,277	30,187	11,008	200,249	12,945	230,436	7,256	84,908	17,072	215,040	24,827	299,908
10	Minneapolis & St. Louis R. R.	504	8,199	5,502	151,072	6,006	159,271	63	940	852	11,240	915	12,230
11	Union Pacific R. R.	687	9,639	7,448	136,106	8,135	135,822	1,412	18,141	11,285	139,816	12,797	157,967
12	Wabash Railway	5,564	86,609	16,073	174,093	16,637	260,132	2,027	38,602	16,810	201,021	19,737	240,213
Total		56,627	982,675	87,933	1,622,912	144,560	2,512,587	34,429	441,481	88,562	1,100,501	122,981	1,542,072

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.	6,354	199,323	1,081	27,087	7,435	226,410	18,202	507,056	1,600	35,974	19,802	543,030
2	Chicago, Burlington & Quincy R. R.	884	29,076	1,322	42,409	2,476	63,145	20,941	913,490	8,900	247,515	29,940	1,161,004
3	Chicago Great Western R. R.	30	447	565	17,439	598	17,886	3,525	94,122	967	24,748	4,492	118,870
4	Chicago, Milwaukee & St. Paul Ry.	908	23,478	1,709	51,471	2,737	74,949	13,400	442,173	3,984	84,753	17,474	526,926
5	Chicago & North Western Ry.	336	7,702	1,245	37,378	1,581	45,080	9,081	306,014	7,511	179,540	16,594	485,554
6	Chicago, St. Paul, Minn. & O. Ry.	32	1,133	329	9,789	378	10,872	3,207	94,078	2,881	87,381	6,088	181,459
7	Chicago, Rock Island & Pacific Ry.	1,110	23,325	1,201	33,721	2,311	57,246	6,698	169,133	3,309	96,439	9,817	216,572
8	Great Northern Ry.	130	2,894	357	7,680	494	10,574	10,925	322,516	879	19,142	11,798	411,653
9	Illinois Central R. R.	436	7,316	1,638	36,369	2,074	43,685	5,400	105,601	7,725	134,437	13,215	249,021
10	Minneapolis & St. Louis R. R.	8	76	111	2,737	119	2,813	2,916	95,630	3,883	119,000	6,820	215,230
11	Union Pacific R. R.	229	5,471	1,505	38,153	1,734	43,624	2,147	64,743	3,736	68,904	5,878	133,707
12	Wabash Railway	1,707	46,309	4,089	156,960	6,456	203,159	18,301	803,608	2,900	55,058	21,291	948,066
	Total	12,813	338,450	15,000	461,198	28,803	799,643	114,867	4,009,168	48,348	1,113,534	163,213	5,128,007

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons
1	Atchafalaya, Topeka & Santa Fe Ry.	231,451	25.64	5,404,288	19.93	41,822	915,498	273,276	23.16	6,319,786	18.83		
2	Chicago, Burlington & Quincy R. R.	175,090	18.67	5,860,494	20.28	37,806	2,000,003	302,896	18.85	7,920,529	19.06		
3	Chicago Great Western R. R.	27,849	25.73	759,882	34.23	32,684	828,407	60,533	23.33	1,888,289	24.98		
4	Chicago, Milwaukee & St. Paul Ry.	181,722	16.45	5,881,000	17.10	37,781	1,117,894	219,503	15.29	6,998,894	14.62		
5	Chicago & North Western Ry.	113,961	10.30	3,407,475	9.70	136,791	3,336,188	230,753	14.73	6,715,663	15.90		
6	Chicago, St. Paul, Minn. & Omaha Ry.	64,124	29.57	1,966,920	34.82	36,712	1,024,473	100,806	27.18	3,020,393	31.03		
7	Chicago, Rock Island & Pacific Ry.	170,006	25.56	4,782,389	26.56	103,308	1,817,137	273,314	24.71	5,599,526	22.38		
8	Great Northern Ry.	171,691	28.41	5,517,337	18.37	14,008	346,322	186,729	21.52	5,863,719	17.83		
9	Illinois Central R. R.	162,153	10.43	9,778,302	15.36	148,406	2,771,113	310,558	20.14	6,549,435	13.09		
10	Minneapolis & St. Louis R. R.	58,469	43.03	1,739,315	50.96	22,622	440,677	70,123	33.81	2,250,192	35.88		
11	Union Pacific R. R.	44,785	15.31	1,326,689	15.26	79,784	1,617,172	124,569	18.61	2,943,861	17.21		
12	Wabash Railway	98,073	37.81	3,349,031	45.84	129,392	2,278,243	227,367	30.68	5,627,274	27.80		
	Total	1,494,726		43,821,832		888,240	18,584,181	2,382,966		62,406,016			
	Per cent of Grand Total Carload Traffic		20.59		19.16				20.51				17.93
13	Atlantic Northern Ry.			554			340			1,008			
14	Colfax Northern Ry.						60			60			
15	Manchester & Oneida Ry.			244			2,025			2,269			
16	Tabor & Northern Ry.			4,015			18			4,033			
	Total 13 to 16 inclusive			4,913			2,452			7,365			
	Total Tons			43,826,745			18,586,636			62,413,381			
	Per cent of Grand Total Tons All Traffic			12.164			5.159						

Note—Atlantic Northern, Colfax Northern, Manchester &amp; Oneida and Tabor &amp; Northern report total tons of revenue freight by classes only.



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
ENTIRE LINE  
PART 10—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules						Cattle and Calves					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	2,628	30,600	358	4,625	3,026	35,388	62,900	757,002	30,806	224,304	88,716	991,456
2	Chicago, Burlington & Quincy R. R.....	4,006	46,005	1,380	16,471	5,485	62,476	82,182	967,709	14,286	172,061	19,472	1,140,670
3	Chicago Great Western R. R.....	164	1,949	72	865	236	2,814	9,871	115,397	1,027	12,136	19,868	185,433
4	Chicago, Milwaukee & St. Paul Ry.....	2,143	24,915	452	5,305	2,595	30,220	61,688	702,068	8,041	91,304	69,729	793,602
5	Chicago & North Western Ry.....	2,370	29,303	608	7,000	3,178	36,303	61,008	700,423	9,945	116,306	71,013	816,728
6	Chicago, St. Paul, Minn. & O. Ry.....	614	6,370	545	6,248	1,159	12,618	10,417	101,012	4,789	54,945	31,205	345,957
7	Chicago, Rock Island & Pacific Ry.....	2,245	26,135	797	9,365	3,042	35,499	46,445	528,469	12,085	133,464	58,500	666,969
8	Great Northern Ry.....	1,047	11,716	252	2,186	1,299	14,852	29,716	234,373	2,488	28,223	22,006	262,598
9	Illinois Central R. R.....	1,502	18,314	691	8,170	2,193	26,484	29,545	249,353	4,103	48,619	24,707	288,972
10	Minneapolis & St. Louis R. R.....	180	2,122	104	1,254	284	3,376	7,910	88,171	919	10,725	8,829	96,800
11	Union Pacific R. R.....	1,447	16,801	570	7,059	2,017	23,860	36,068	433,617	7,610	94,091	44,568	528,608
12	Wabash Railway.....	771	9,009	473	5,509	1,244	14,548	8,802	105,842	2,388	26,758	11,000	128,630
	Total.....	19,455	224,027	6,351	75,101	25,806	299,728	435,918	5,067,458	88,446	1,025,056	624,364	6,092,513

ENTIRE LINE—ANIMALS AND PRODUCTS

ENTIRE LINE

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
ENTIRE LINE  
PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats						Hogs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	3,973	94,257	4,490	38,426	18,463	122,683	11,012	103,056	2,309	25,570	13,911	128,626
2	Chicago, Burlington & Quincy R. R.....	10,019	98,498	5,828	64,395	15,847	167,964	87,302	792,002	5,135	51,383	92,497	843,445
3	Chicago Great Western R. R.....	706	5,007	323	3,103	1,029	9,305	10,800	55,968	874	5,465	11,764	104,429
4	Chicago, Milwaukee & St. Paul Ry.....	4,203	37,694	2,024	22,920	6,200	60,544	73,500	606,417	6,643	64,234	80,242	730,651
5	Chicago & North Western Ry.....	4,350	39,900	4,173	45,640	8,529	85,600	82,436	703,347	8,758	81,631	91,184	874,878
6	Chicago, St. Paul, Minn. & O. Ry.....	700	6,163	702	7,018	1,408	13,171	19,053	177,070	6,428	60,527	25,491	257,093
7	Chicago, Rock Island & Pacific Ry.....	2,560	19,331	1,191	11,089	3,751	31,230	44,578	462,902	3,173	28,447	7,751	431,349
8	Great Northern Ry.....	3,942	38,996	522	5,115	4,464	44,111	16,430	152,844	1,509	14,230	17,979	167,101
9	Illinois Central R. R.....	1,366	19,844	651	8,305	1,717	14,069	22,049	297,072	3,311	39,066	25,390	257,708
10	Minneapolis & St. Louis R. R.....	234	1,491	75	619	277	2,110	15,523	138,814	234	2,120	15,787	140,934
11	Union Pacific R. R.....	7,118	78,303	12,151	138,154	19,269	216,375	29,163	176,230	2,901	25,006	39,331	391,331
12	Wabash Railway.....	1,000	14,799	408	4,994	1,208	19,292	12,200	131,535	4,116	41,280	16,709	173,325
	Total.....	45,997	441,061	32,306	344,839	78,303	786,900	415,648	3,387,319	45,051	433,305	601,000	4,270,912

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—

## ENTIRE LINE

## PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	10,048	121,706	256	3,636	10,304	125,341	2,612	42,225	643	10,404	3,255	52,629
2	Chicago, Burlington & Quincy R. R.....	29,005	300,006	880	11,541	29,885	311,547	9,841	172,502	749	13,853	10,590	186,447
3	Chicago Great Western R. R.....	6,700	79,160	261	3,755	6,961	82,915	6,877	107,967	1,210	21,500	8,087	129,467
4	Chicago, Milwaukee & St. Paul Ry.....	25,230	226,679	608	8,900	25,838	235,579	6,411	114,806	258	4,716	6,669	119,525
5	Chicago & North Western Ry.....	17,134	222,228	7,130	94,022	24,264	316,250	5,407	96,518	1,517	23,950	6,924	120,469
6	Chicago, St. Paul, Minn. & O. Ry.....	5,284	68,000	43	609	5,327	68,609	4,320	49,057	73	1,181	4,393	60,238
7	Chicago, Rock Island & Pacific Ry.....	9,572	107,308	495	5,492	10,067	112,800	8,168	142,239	1,367	22,531	9,535	160,500
8	Great Northern Ry.....	1,729	21,084	162	2,848	1,891	23,932	560	7,067	56	906	616	8,000
9	Illinois Central R. R.....	14,907	196,092	4,173	58,137	19,080	254,229	7,430	123,001	4,992	78,543	12,421	201,544
10	Minneapolis & St. Louis R. R.....	2,338	38,967	194	2,872	2,532	41,839	1,021	18,290	131	1,504	1,152	19,803
11	Union Pacific R. R.....	2,398	45,400	524	8,850	2,922	32,250	1,000	28,014	802	15,342	2,802	43,356
12	Wabash Railway.....	9,352	113,007	1,832	22,040	11,184	135,047	4,800	80,162	2,879	48,924	7,779	129,060
	Total.....	125,000	1,508,815	16,754	222,465	141,754	1,821,280	50,307	902,921	14,767	248,236	74,074	1,241,217

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—

## ENTIRE LINE

## PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry						Eggs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry	1,797	20,090	1,965	10,927	2,862	31,096	3,400	37,374	732	8,904	4,132	46,338
2	Chicago, Burlington & Quincy R. R.	1,975	22,647	5,892	29,612	4,897	52,239	4,099	51,312	1,570	18,633	6,258	69,945
3	Chicago Great Western R. R.	366	4,278	121	1,482	507	5,760	737	7,965	355	6,641	1,272	14,606
4	Chicago, Milwaukee & St. Paul Ry	1,548	17,548	1,499	15,970	3,044	33,515	3,830	44,045	982	12,101	4,786	56,206
5	Chicago & North Western Ry	3,703	39,250	1,178	13,164	4,741	52,924	3,704	42,123	1,802	22,928	5,566	65,051
6	Chicago, St. Paul, Minn. & O. Ry	6,023	6,780	187	2,223	810	9,016	700	7,951	238	3,485	908	11,436
7	Chicago, Rock Island & Pacific Ry	3,042	33,679	538	5,760	3,580	39,430	3,178	35,688	419	5,027	3,597	40,715
8	Great Northern Ry	546	6,420	7	90	553	6,510	804	9,876	7	91	811	9,947
9	Illinois Central R. R.	832	9,465	1,078	17,027	2,510	26,492	1,611	18,612	1,601	18,583	3,212	37,225
10	Minneapolis & St. Louis R. R.	528	5,296	119	1,347	647	6,643	782	8,705	107	1,306	889	10,190
11	Union Pacific R. R.	1,138	12,697	457	4,817	1,595	16,994	2,051	22,400	1,084	14,879	2,135	27,279
12	Wabash Railway	1,000	18,388	3,921	43,287	5,926	61,675	3,775	24,864	6,079	69,497	8,354	94,301
	Total	17,313	197,630	12,609	145,156	31,172	342,796	37,718	410,955	15,291	182,284	45,009	495,239



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
ENTIRE LINE

## PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese						Wool					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	531	6,206	426	5,328	957	11,534	423	6,889	116	1,300	539	8,779
2	Chicago, Burlington & Quincy R. R.	2,663	32,317	1,812	22,636	4,475	54,953	481	6,815	429	5,903	910	13,718
3	Chicago Great Western R. R.	1,550	18,408	296	3,475	1,846	21,883	122	1,613	90	880	212	2,493
4	Chicago, Milwaukee & St. Paul Ry.	6,337	76,431	1,964	23,922	8,321	100,353	387	5,877	287	4,002	674	10,530
5	Chicago & North Western Ry.	9,042	124,856	2,273	29,070	11,315	153,926	547	3,306	706	12,448	1,253	15,754
6	Chicago, St. Paul, Minn. & O. Ry.	2,194	28,280	172	2,115	2,366	30,395	29	300	224	3,706	253	4,006
7	Chicago, Rock Island & Pacific Ry.	1,837	21,740	724	8,907	2,561	30,647	78	1,034	161	2,073	239	3,072
8	Great Northern Ry.	2,336	33,647	31	415	2,367	34,062	278	4,356	22	479	300	4,835
9	Illinois Central R. R.	1,708	19,442	2,016	24,064	3,724	43,506	23	299	110	1,750	133	2,055
10	Minneapolis & St. Louis R. R.	757	10,022	151	1,983	908	12,005	2	22	70	1,301	78	1,383
11	Union Pacific R. R.	396	4,548	404	6,297	770	10,845	254	4,561	886	14,782	1,140	19,343
12	Wabash Railway	704	8,613	2,541	30,422	3,245	42,065	685	9,139	508	8,758	1,193	17,497
	Total	30,870	363,510	12,829	162,947	43,699	526,457	3,000	44,384	3,732	60,103	6,731	104,487

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
ENTIRE LINE

## PART 15—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hides and Leather						Other Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	620	12,715	74	1,523	694	14,238	836	18,804	528	11,681	1,423	30,575
2	Chicago, Burlington & Quincy R. R.	1,060	24,213	314	6,361	1,374	30,574	1,166	24,491	1,438	34,720	2,604	59,211
3	Chicago Great Western R. R.	817	18,667	115	2,495	932	21,162	504	11,444	459	12,902	963	23,506
4	Chicago, Milwaukee & St. Paul Ry.	2,778	67,962	1,894	41,182	4,672	109,174	2,617	48,007	1,224	26,713	3,841	74,720
5	Chicago & North Western Ry.	1,542	35,012	1,624	37,247	3,166	72,259	2,018	43,876	1,922	38,967	3,940	82,813
6	Chicago, St. Paul, Minn. & O. Ry.	286	6,975	98	2,031	384	9,006	429	10,690	349	7,549	978	17,915
7	Chicago, Rock Island & Pacific Ry.	1,173	28,657	236	5,823	1,411	34,480	1,385	29,000	2,807	77,950	4,222	100,956
8	Great Northern Ry.	236	4,921	31	697	267	5,618	972	14,886	230	5,508	1,211	20,484
9	Illinois Central R. R.	631	15,744	538	11,453	1,172	27,197	899	21,915	2,114	50,301	3,013	72,316
10	Minneapolis & St. Louis R. R.	25	547	14	302	39	849	123	1,750	163	3,238	286	5,086
11	Union Pacific R. R.	100	3,667	335	7,364	435	11,021	83	1,354	541	13,102	624	14,516
12	Wabash Railway	1,129	26,377	1,354	26,397	2,483	53,274	918	18,232	1,254	25,571	2,172	43,823
	Total	10,408	245,977	6,837	143,425	17,245	389,402	11,637	244,538	13,008	307,285	24,675	551,823

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 16—TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% total tons car-load traffic
1	Atchafalpa, Topeka & Santa Fe Ry.	165,868	11.72	1,224,742	4.62	32,450	337,421	188,301	11.72	1,609,163	4.67
2	Chicago, Burlington & Quincy R. R.	225,261	24.15	2,494,540	8.63	36,742	449,472	363,227	18.88	2,944,012	7.07
3	Chicago Great Western R. R.	39,134	36.90	466,432	21.01	5,449	70,414	44,583	17.32	543,307	8.55
4	Chicago, Milwaukee & St. Paul Ry.	190,237	17.21	2,171,432	6.33	25,962	323,402	216,200	13.77	2,494,914	5.15
5	Chicago & North Western Ry.	194,010	17.97	2,171,373	6.18	41,825	525,272	235,835	13.85	2,694,645	5.02
6	Chicago, St. Paul, Minn. & Omaha Ry.	31,069	23.53	569,913	9.94	19,900	151,410	64,912	17.49	721,323	7.41
7	Chicago, Rock Island & Pacific Ry.	124,257	18.38	1,381,473	7.67	24,032	322,027	148,270	13.51	1,703,530	5.78
8	Great Northern Ry.	49,184	6.71	540,168	1.55	1,336	61,387	54,049	6.44	1,232,187	1.83
9	Illinois Central R. R.	73,627	8.82	881,000	3.09	25,757	350,404	91,309	14.09	362,426	5.44
10	Minneapolis & St. Louis R. R.	29,433	24.00	314,206	9.10	2,285	28,230	31,718	14.09	1,175,748	4.88
11	Union Pacific R. R.	73,739	25.53	825,511	9.50	28,363	330,232	102,092	16.25	1,175,748	4.88
12	Wabash Railway	45,303	17.49	600,008	7.67	27,703	356,006	73,009	9.86	917,274	4.53
Total		1,392,418		13,569,195		269,772	3,369,919	1,672,190		16,939,114	
Per cent of Grand Total Carload Traffic			16.571		5.947				12.68		4.88
13	Atlantic Northern Ry.			6,006			200			6,206	
14	Colfax Northern Ry.										
15	Manchester & Oneida Ry.			2,301			484			2,785	
16	Tabor & Northern Ry.			1,738			300			2,038	
Total 13 to 16 inclusive				10,051			1,074			11,125	
Total Tons				13,609,330			3,362,093			16,971,423	
Per cent of Grand Total Tons all Traffic				5.777			.930			4.707	

Note—Atlantic Northern, Colfax Northern, Manchester & Oneida and Tabor & Northern report total tons of revenue freight by classes only.

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 17—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	208	23,080	175	4,792	773	26,922	30,595	2,458,808	22,610	906,716	82,206	3,425,544
2	Chicago, Burlington & Quincy R. R.	233	9,727	1,655	38,820	1,924	68,547	229,141	10,894,023	57,220	2,377,088	286,416	13,471,111
3	Chicago Great Western R. R.	26	2,038	798	21,288	864	28,229	1,138	47,176	21,106	979,279	22,301	1,026,556
4	Chicago, Milwaukee & St. Paul Ry.	10,505	419,036	3,335	161,212	14,473	580,709	123,933	5,144,033	67,041	3,138,819	179,001	8,332,324
5	Chicago & North Western Ry.	5,820	222,979	7,516	314,058	13,406	537,037	46,190	1,930,375	111,482	5,215,022	137,344	7,315,797
6	Chicago, St. Paul, Minn. & O. Ry.	6,304	221,678	173	6,544	6,477	228,222	22,236	870,837	8,502	387,096	30,738	1,258,855
7	Chicago, Rock Island & Pacific Ry.	183	7,184	777	28,643	960	35,827	26,430	1,188,942	66,906	2,687,400	69,330	4,176,422
8	Great Northern Ry.	8,011	236,696	24	800	8,035	266,496	57,379	2,218,220	14,005	504,430	72,074	2,812,650
9	Illinois Central R. R.	70	3,081	613	22,063	683	26,744	289,392	1,002,585	92,888	4,371,307	382,220	16,090,952
10	Minneapolis & St. Louis R. R.	1	30	1,024	33,735	1,025	33,815	3,600	954,092	30,098	937,894	26,198	1,182,546
11	Union Pacific R. R.	1	29	961	16,232	962	16,292	31,787	2,153,799	18,476	788,463	70,293	2,942,199
12	Wabash Railway			6,918	282,199	6,918	282,199	33,619	1,632,823	64,449	3,204,218	98,068	4,837,041
Total		32,321	1,303,438	22,706	962,116	56,096	2,166,581	905,361	12,866,182	566,022	26,222,344	1,001,384	40,248,706



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 18—PRODUCTS OF MINES—Continued

Railway Companies	Coke						Iron Ore					
	Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1 Atchison, Topeka & Santa Fe Ry.....	86	2,629	2,173	86,684	2,259	89,313	4,402	239,070	12	337	4,414	239,367
2 Chicago, Burlington & Quincy R. R.....	4,370	120,730	2,647	76,919	7,017	197,649	2	865	5,084	287,318	5,106	288,081
3 Chicago Great Western R. R.....	104	3,037	561	17,011	665	20,048	3	36	2	28	5	64
4 Chicago, Milwaukee & St. Paul Ry.....	13,035	404,834	2,049	77,740	15,084	482,574	44,768	2,239,007	1,254	67,479	46,022	2,306,486
5 Chicago & North Western Ry.....	7,119	214,808	5,461	164,126	12,580	378,929	188,110	10,140,703	19	937	188,129	10,141,610
6 Chicago, St. Paul, Minn. & O. Ry.....	199	5,147	442	12,710	641	17,857	3	309	170	5,005	177	5,814
7 Chicago, Rock Island & Pacific Ry.....	783	22,457	3,462	109,006	4,245	131,523	18	704	17	611	35	1,365
8 Great Northern Ry.....	4,819	150,226	173	4,963	5,022	155,189	251,544	14,788,157	327	16,190	251,891	14,804,347
9 Illinois Central R. R.....	2,541	75,667	3,333	100,572	5,874	176,239	82	4,235	473	23,738	554	27,963
10 Minneapolis & St. Louis R. R.....	48	1,244	664	17,966	712	19,154	5	139	3	139	3	139
11 Union Pacific R. R.....	169	6,007	590	16,825	759	22,832	34	1,560	34	1,560	34	1,560
12 Wabash Railway.....	1,793	51,940	2,622	59,187	3,815	111,127	3,081	102,877	3,081	102,877	3,081	102,877
Total.....	35,116	1,009,727	24,219	743,672	59,335	1,803,399	188,957	7,413,033	10,486	569,709	499,438	7,982,743

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 19—PRODUCTS OF MINES—Continued

Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
	Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1 Atchison, Topeka & Santa Fe Ry.....	68,980	3,603,359	1,982	86,133	70,962	3,751,514	3,013	88,768	519	24,322	2,532	113,090
2 Chicago, Burlington & Quincy R. R.....	78	2,854	605	36,171	683	39,025	77	3,192	2,304	161,799	2,381	164,991
3 Chicago Great Western R. R.....	8	104	39	1,716	47	1,820	.....	.....	.....	.....	.....	.....
4 Chicago, Milwaukee & St. Paul Ry.....	3,558	174,313	10,086	321,418	13,644	695,731	6	98	438	21,159	444	21,327
5 Chicago & North Western Ry.....	2,690	122,879	611	27,128	3,301	150,007	23	838	132	7,839	175	8,692
6 Chicago, St. Paul, Minn. & O. Ry.....	.....	.....	233	10,874	233	10,674	.....	.....	.....	.....	.....	.....
7 Chicago, Rock Island & Pacific Ry.....	344	15,011	5,365	228,665	5,709	233,676	.....	.....	.....	.....	.....	.....
8 Great Northern Ry.....	3,180	147,568	3,917	306,330	7,097	353,888	9	381	1,089	44,196	1,194	46,334
9 Illinois Central R. R.....	691	29,708	3,462	167,775	4,144	197,483	.....	.....	8	214	8	214
10 Minneapolis & St. Louis R. R.....	.....	.....	42	2,301	41	2,301	.....	.....	.....	.....	.....	.....
11 Union Pacific R. R.....	4,460	231,241	741	37,394	5,201	258,535	13	631	3,465	162,000	3,478	163,323
12 Wabash Railway.....	61	3,316	1,955	84,344	2,016	87,660	.....	.....	1,148	54,429	1,148	54,429
Total.....	81,007	4,412,303	29,128	1,409,961	110,135	5,822,264	2,195	95,941	9,114	416,618	11,309	512,569

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	63,460	3,088,267	20,562	1,023,964	90,022	4,712,231	23,677	877,953	1,882	28,074	24,559	906,027
2	Chicago, Burlington & Quincy R. R.....	77,951	3,843,704	16,903	806,449	94,854	4,650,153	3,303	136,705	2,143	67,817	6,006	302,612
3	Chicago Great Western R. R.....	1,750	248,020	2,502	122,049	8,312	370,000			56	1,617	56	1,617
4	Chicago, Milwaukee & St. Paul Ry.....	85,719	4,435,720	13,166	653,034	98,885	5,088,754	6,370	214,234	2,302	78,128	8,672	292,332
5	Chicago & North Western Ry.....	123,943	6,813,402	14,787	687,379	143,439	7,500,781	1,664	65,802	684	22,974	2,618	88,806
6	Chicago, St. Paul, Minn. & O. Ry.....	3,772	265,806	1,737	31,550	7,309	247,486	2	54	12	380	14	434
7	Chicago, Rock Island & Pacific Ry.....	83,432	3,856,006	18,321	635,320	95,483	4,491,615	40,607	1,357,297	2,083	66,915	42,690	1,426,215
8	Great Northern Ry.....	9,488	455,336	2,539	117,291	12,027	572,626	3,164	114,249	4,990	176,634	8,163	330,833
9	Illinois Central R. R.....	72,786	3,744,572	16,143	708,568	88,929	4,453,440			1,889	65,587	1,941	67,115
10	Minneapolis & St. Louis R. R.....	11,224	509,629	1,173	49,541	12,397	559,170						
11	Union Pacific R. R.....	14,278	709,339	2,265	104,436	16,543	803,375	6,190	200,881	1,101	43,108	7,291	304,019
12	Wabash Railway.....	19,886	1,066,237	16,855	773,509	36,741	1,839,796	4	127	3,130	104,037	3,140	104,104
	Total.....	561,006	29,738,166	121,909	5,733,330	705,906	35,471,496	85,861	3,029,006	19,236	636,304	105,149	3,685,304

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	1,586	64,136	681	27,066	2,566	91,231	9,449	200,421	967	30,163	10,426	320,584
2	Chicago, Burlington & Quincy R. R.....	998	23,417	718	24,003	1,711	47,480	138	3,898	4,880	129,249	5,038	133,148
3	Chicago Great Western R. R.....	28	1,131	701	23,987	729	27,118	30	730	1,224	45,102	1,554	45,832
4	Chicago, Milwaukee & St. Paul Ry.....	28	643	938	33,559	656	24,302	806	19,132	4,532	116,336	5,338	135,491
5	Chicago & North Western Ry.....	769	8,419	1,116	39,046	1,885	47,456	932	32,373	4,427	117,362	5,359	139,735
6	Chicago, St. Paul, Minn. & O. Ry.....	24	356	568	23,065	592	25,621	106	4,672	1,795	56,279	1,901	59,951
7	Chicago, Rock Island & Pacific Ry.....	110	3,339	1,897	66,728	1,937	70,397	4,563	123,515	2,689	84,702	7,254	206,239
8	Great Northern Ry.....	36	484	377	9,346	277	10,330	666	15,905	1,031	25,491	1,097	41,396
9	Illinois Central R. R.....	1,529	65,137	8,334	312,002	9,913	377,139	682	15,880	7,030	185,094	7,092	200,974
10	Minneapolis & St. Louis R. R.....			105	3,737	105	3,737	7	874		24,168	881	24,243
11	Union Pacific R. R.....	24	639	433	14,381	457	14,960	3,421	118,396	1,944	57,446	5,968	175,842
12	Wabash Railway.....	56	1,465	1,196	43,867	1,551	45,302	7,217	237,119	1,239	35,925	8,456	273,054
	Total.....	4,505	169,557	16,614	613,316	21,179	782,873	28,112	851,789	32,662	903,551	41,064	1,755,340



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 22—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway.....	342	12,003	2,671	123,000	3,013	135,003
2	Chicago, Burlington & Quincy Railroad.....	31	11,735	661	25,401	776	37,168
3	Chicago Great Western Railroad.....	4	124	16	1,732	60	1,856
4	Chicago, Milwaukee & St. Paul Railway.....	32	1,009	1,025	40,228	1,057	41,797
5	Chicago & North Western Railway.....	70	2,565	763	29,749	833	32,232
6	Chicago, St. Paul, Minneapolis & Omaha Railway.....	12	414	33	1,148	45	1,562
7	Chicago, Rock Island & Pacific Railway.....	309	12,279	1,041	44,057	1,350	56,336
8	Great Northern Railway.....	11	236	143	5,851	154	6,091
9	Illinois Central Railroad.....	2,487	112,006	2,086	100,300	5,473	212,306
10	Minneapolis & St. Louis Railroad.....	30	1,383	29	1,091	59	2,474
11	Union Pacific Railroad.....	161	3,982	830	31,501	997	35,483
12	Wabash Railway.....						
	Total.....	3,802	160,041	10,792	426,146	14,594	586,187

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

TABLE 23—TOTAL PRODUCTS OF MINES

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons
1	Atchison, Topeka & Santa Fe Ry.....	240,400	26.64	11,409,424	42.06	53,254	2,405,181	290,744	24.80	13,814,605	40.06
2	Chicago, Burlington & Quincy R. R.....	316,810	33.78	15,050,736	52.08	94,870	4,179,087	411,710	39.52	19,229,823	46.29
3	Chicago Great Western R. R.....	7,110	6.71	302,416	13.62	27,486	1,225,909	34,602	13.46	1,528,325	24.04
4	Chicago, Milwaukee & St. Paul Ry.....	278,243	25.17	13,002,691	37.94	106,616	4,919,155	384,859	24.51	17,921,846	37.53
5	Chicago & North Western Ry.....	361,800	35.36	19,575,072	55.73	146,966	6,695,000	508,802	31.06	26,270,102	48.77
6	Chicago, St. Paul, Minn., & Omaha Ry.....	34,543	15.30	1,590,687	23.80	13,685	587,968	48,228	12.90	1,978,655	20.11
7	Chicago, Rock Island & Pacific Ry.....	156,665	22.42	6,530,244	36.50	96,472	4,305,596	253,137	23.24	10,835,840	36.56
8	Great Northern Railway.....	358,321	46.15	18,196,117	62.31	28,115	1,158,000	386,436	42.46	19,344,117	58.83
9	Illinois Central Railroad.....	370,351	44.36	18,145,569	62.66	137,270	6,361,890	507,621	32.92	24,467,459	51.03
10	Minneapolis & St. Louis Railroad.....	16,880	13.77	763,640	22.17	24,511	1,007,551	41,391	18.38	1,825,191	29.00
11	Union Pacific Railroad.....	80,415	27.85	3,554,872	40.91	30,156	1,364,469	110,571	16.32	4,919,341	28.19
12	Wabash Railway.....	62,700	24.21	2,987,000	40.80	102,856	4,839,059	165,556	25.30	7,826,059	39.46
	Total.....	2,284,330		110,088,223		804,280	38,826,900	3,148,610		149,915,223	
	Per cent of grand total carload traffic.....		31.48		48.33				27.11		43.10
13	Atlantic Northern Railway.....			18,767			8,908			8,908	
14	Colfax Northern Railway.....						14,198			14,198	
15	Manchester & Oneida Railway.....						4,000			4,000	
16	Tabor & Northern Railway.....										
	Total 13 to 16 inclusive.....			18,767			27,226			46,993	
	Total tons.....			111,007,000			38,854,216			149,861,216	
	Per cent of grand total tons all traffic.....			39.810			16.784			41.594	

Note:—Atlantic Northern, Colfax Northern, Manchester &amp; Oneida, and Tabor &amp; Northern report total tons of revenue freight by classes only.

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 24—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Posts, Poles and Cordwood						Ties					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	15,361	372,875	1,836	45,586	17,097	418,461	297	8,681	440	14,001	707	22,082
2	Chicago, Burlington & Quincy R. R.	5,226	107,718	5,507	130,854	10,733	238,570	1,630	51,087	472	13,766	2,092	64,853
3	Chicago Great Western R. R.	209	5,026	1,224	29,711	1,433	34,737	22	632	254	7,882	276	8,514
4	Chicago, Milwaukee & St. Paul Ry.	177,506	6,408,005	6,538	179,819	184,099	6,608,424	427	13,802	814	24,300	1,241	38,171
5	Chicago & North Western Ry.	61,820	2,373,584	6,333	176,983	71,370	2,569,997	507	16,253	1,136	33,190	1,732	49,889
6	Chicago, St. Paul, Minn. & O. Ry.	15,000	428,616	3,573	83,405	18,573	512,021	81	2,125	0	1,480	150	3,605
7	Chicago, Rock Island & Pacific Ry.	14,238	396,707	2,904	64,417	17,142	481,124	888	29,600	988	31,692	1,886	61,292
8	Great Northern Ry.	52,833	1,716,777	3,384	107,755	56,819	1,824,532	955	25,739	588	15,549	1,543	41,288
9	Illinois Central R. R.	24,009	620,000	7,035	191,126	31,104	820,216	6,330	206,004	7,008	210,829	13,428	417,443
10	Minneapolis & St. Louis R. R.	186	4,205	1,420	34,733	1,615	38,938	815	24,703	1,008	32,519	1,913	57,812
11	Union Pacific R. R.	484	11,767	1,382	28,080	1,766	39,840	56	1,636	220	8,016	276	9,642
12	Wabash Railway	1,816	53,212	1,415	35,799	3,231	89,011	611	19,471	1,565	47,037	2,176	67,108
	Total	371,796	12,528,173	43,245	1,108,268	415,041	13,636,441	12,66	400,413	14,751	440,886	27,419	841,299

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 25—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.							14,074	316,838	33,224	893,756	47,298	1,210,591
2	Chicago, Burlington & Quincy R. R.	5	185	10	292	15	477	4,573	103,106	75,400	1,938,082	79,972	2,042,091
3	Chicago Great Western R. R.	1	6	8	229	9	235	854	20,251	17,284	430,742	18,138	450,983
4	Chicago, Milwaukee & St. Paul Ry.	4,246	145,095	4,674	170,393	8,920	315,399	55,381	1,644,490	76,597	1,990,955	132,148	3,154,445
5	Chicago & North Western Ry.	18,081	706,885	11,863	431,723	30,564	1,137,008	30,837	897,553	68,540	1,811,904	99,367	2,709,247
6	Chicago, St. Paul, Minn. & O. Ry.	7,477	207,876	2,902	100,702	10,439	308,638	12,725	335,782	24,047	639,071	36,772	954,857
7	Chicago, Rock Island & Pacific Ry.	2	40	11	316	13	376	31,303	828,447	37,901	975,602	69,166	1,808,509
8	Great Northern Ry.	2,461	98,400	1,047	36,828	3,508	135,318	56,971	1,469,533	17,957	522,236	74,928	1,991,829
9	Illinois Central R. R.	21	504	108	3,124	129	3,718	55,437	1,438,188	148,000	3,870,424	304,016	5,308,612
10	Minneapolis & St. Louis R. R.			13	354	13	354	366	7,650	13,143	329,746	13,452	337,340
11	Union Pacific R. R.			21	776	21	776	600	16,840	68,615	1,822,912	69,514	1,890,755
12	Wabash Railway							2,308	64,334	30,331	1,006,427	41,806	1,070,761
	Total	32,804	1,218,172	29,737	744,007	53,631	1,962,779	295,883	7,162,812	600,618	15,711,366	866,501	22,874,178



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 26—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Other Products of Forests					
		Originated on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway.....	373	7,417	369	10,201	966	17,618
2	Chicago, Burlington & Quincy Railroad.....	271	5,381	754	16,635	1,025	22,030
3	Chicago Great Western Railroad.....	86	2,006	104	2,158	186	4,854
4	Chicago, Milwaukee & St. Paul Railway.....	52	1,509	1,022	40,238	1,077	41,797
5	Chicago & North Western Railway.....	2,622	58,696	2,021	55,538	5,544	113,334
6	Chicago, St. Paul, Minneapolis & Omaha Railway.....	1,291	33,935	37	10,286	1,065	34,248
7	Chicago, Rock Island & Pacific Railway.....	586	16,121	415	8,191	1,005	24,312
8	Great Northern Railway.....	1,053	33,748	89	1,672	1,135	35,420
9	Illinois Central Railroad.....	1,689	43,943	3,321	94,890	4,960	138,833
10	Minneapolis & St. Louis Railroad.....	7	106	91	1,951	98	2,057
11	Union Pacific Railroad.....	38	554	427	9,410	455	9,964
12	Wabash Railway.....	472	10,196	951	20,168	1,423	30,359
	Total.....	8,481	203,735	10,739	271,168	19,246	474,895

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 27—TOTAL PRODUCTS OF FORESTS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total car-loads origi- nating on road	Tons	% of total tons origi- nating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Railway.....	29,975	3.32	735,806	2.71	36,008	933,544	66,008	5.60	1,669,352	4.84
2	Chicago, Burlington & Quincy Railroad.....	11,665	1.25	267,481	.92	82,143	2,100,549	93,838	6.73	2,368,030	5.69
3	Chicago Great Western Railroad.....	1,122	1.11	38,611	1.29	18,870	470,722	30,042	7.79	409,233	7.85
4	Chicago, Milwaukee & St. Paul Railway.....	241,095	21.81	8,340,188	24.24	70,616	1,631,534	311,711	19.85	10,271,722	21.45
5	Chicago & North Western Railway.....	117,533	10.89	4,051,131	11.53	60,723	2,519,174	208,266	12.23	6,590,306	12.21
6	Chicago, St. Paul, Minneapolis & Omaha Railway.....	26,484	10.39	1,048,354	18.29	31,025	835,015	67,649	18.33	1,875,369	19.25
7	Chicago, Rock Island & Pacific Railway.....	46,979	7.09	1,240,915	6.89	42,233	1,079,678	80,212	8.13	2,320,593	7.87
8	Great Northern Railway.....	114,275	15.59	3,344,287	11.44	23,668	694,100	137,933	18.08	4,028,387	12.25
9	Illinois Central Railroad.....	87,492	10.48	2,318,419	8.13	106,171	4,370,409	253,007	16.45	6,688,822	13.98
10	Minneapolis & St. Louis Railroad.....	1,317	1.07	36,754	1.06	15,774	309,297	17,091	7.59	436,051	6.92
11	Union Pacific Railroad.....	1,269	1.44	30,789	.35	70,566	1,839,195	71,831	1.07	1,869,976	1.11
12	Wabash Railway.....	5,468	2.11	147,213	2.91	43,392	1,110,096	48,730	6.58	1,257,259	6.21
	Total.....	604,915		21,989,941		601,143	18,283,237	1,206,058		39,873,178	
	Per cent of grand total carload traffic.....		9.577		9.441				11.935		11.470
13	Atlantic Northern Railway.....			19		765				784	
14	Colfax Northern Railway.....					355				355	
15	Manchester & Oneida Railway.....					824				824	
16	Tabor & Northern Railway.....			96		403				501	
	Total 13 to 16 inclusive.....			117		2,247				2,364	
	Total tons.....			21,990,058		18,285,484				39,875,542	
	Per cent of grand total tons all traffic.....			5.992		5.075				11.067	

Note:—Atlantic Northern, Colfax Northern, Manchester &amp; Oneida, and Tabor and Northern report total tons of revenue freight by classes only.

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 28—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.....	161,959	4,837,435	36,708	1,085,804	208,667	5,943,239	809	20,800	733	21,149	1,004	47,958
2	Chicago, Burlington & Quincy R. R.....	48,571	1,346,190	37,430	1,033,300	86,001	2,379,490	312	13,018	706	22,230	1,278	33,348
3	Chicago Great Western R. R.....	1,300	34,811	25,065	710,577	36,464	745,388	1,126	27,785	317	9,077	1,443	36,862
4	Chicago, Milwaukee & St. Paul Ry.....	10,550	298,830	52,576	1,505,207	63,226	1,804,027	1,444	33,701	3,904	110,505	6,308	144,200
5	Chicago & North Western Ry.....	32,982	911,163	37,474	1,092,008	70,456	1,973,833	308	10,615	1,434	41,283	1,832	51,898
6	Chicago, St. Paul, Minn. & O. Ry.....	1,375	33,373	15,241	468,533	16,616	496,906	287	15,969	111	3,559	698	19,315
7	Chicago, Rock Island & Pacific Ry.....	33,481	922,808	24,106	1,313,357	57,587	2,534,235	1,433	40,282	829	24,781	2,362	65,066
8	Great Northern Ry.....	13,701	390,181	18,679	523,058	32,380	923,309	442	12,473	106	3,125	548	15,598
9	Illinois Central R. R.....	6,884	182,709	61,567	1,759,230	68,451	1,942,038	1,708	53,732	1,875	52,496	3,673	106,228
10	Minneapolis & St. Louis R. R.....	436	16,114	5,179	251,236	5,615	267,400	109	4,026	80	1,881	230	6,507
11	Union Pacific R. R.....	10,830	317,778	20,158	538,918	30,988	856,696	12	245	1,859	56,053	1,871	56,278
12	Wabash Railway.....	2,870	64,178	36,788	1,127,832	42,108	1,192,030	188	4,861	711	19,612	899	24,658
	Total.....	229,701	9,335,742	415,127	11,630,881	744,828	21,626,623	8,968	244,169	12,687	365,161	21,656	609,630

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Sirup, Glucose and Molasses						Boats and Vessel Supplies					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.....	5,565	184,427	2,596	83,698	8,161	268,115	4	49	5	41	9	90
2	Chicago, Burlington & Quincy R. R.....	9,129	285,950	5,071	172,319	14,200	458,269	10	148	16	337	26	485
3	Chicago Great Western R. R.....	915	30,339	1,338	44,955	2,253	65,294	2	67	1	5	3	72
4	Chicago, Milwaukee & St. Paul Ry.....	3,530	94,347	4,739	154,333	8,278	248,680	13	236	10	156	23	492
5	Chicago & North Western Ry.....	1,708	45,387	7,088	221,469	8,796	266,856	56	506	31	510	87	1,106
6	Chicago, St. Paul, Minn. & O. Ry.....	109	4,333	1,266	41,847	1,375	46,180	5	22	3	16	8	38
7	Chicago, Rock Island & Pacific Ry.....	2,549	57,623	4,631	141,778	6,680	199,401	5	50	5	48	10	98
8	Great Northern Ry.....	890	22,736	335	70,048	1,225	92,784	13	79	2	13	15	70
9	Illinois Central R. R.....	6,088	198,094	9,870	286,067	15,958	484,761	24	311	20	335	44	899
10	Minneapolis & St. Louis R. R.....	739	22,039	647	20,104	1,406	42,193	1	16	1	16	1	16
11	Union Pacific R. R.....	3,707	132,968	10,967	336,175	14,714	517,743	2	26	2	26	2	26
12	Wabash Railway.....	3,307	82,126	3,670	108,432	7,007	190,558	9	53	9	53	9	53
	Total.....	38,822	1,140,079	54,238	1,749,515	93,060	2,889,594	132	1,038	113	1,763	245	3,421



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	100	4,492	334	17,376	434	21,868	369	18,754	220	8,344	729	27,098
2	Chicago, Burlington & Quincy R. R.....	722	31,718	2,496	115,725	3,218	147,443	356	8,123	1,788	70,802	2,044	78,925
3	Chicago Great Western R. R.....	28	1,074	706	37,046	734	38,120	14	315	116	4,277	130	4,592
4	Chicago, Milwaukee & St. Paul Ry.....	5,800	288,708	3,729	181,133	9,529	469,841	674	20,791	1,082	38,833	1,756	69,624
5	Chicago & North Western Ry.....	919	43,767	9,004	451,233	9,923	495,000	306	23,138	1,303	51,856	1,709	74,994
6	Chicago, St. Paul, Minn. & O. Ry.....	345	17,144	522	26,245	867	43,389	192	8,466	93	2,179	244	10,647
7	Chicago, Rock Island & Pacific Ry.....	558	25,802	1,539	75,238	2,097	101,030	154	4,800	2,071	108,782	2,225	113,588
8	Great Northern Ry.....	611	25,968	487	24,067	1,098	50,035	263	9,292	110	4,114	373	13,406
9	Illinois Central R. R.....	1,023	43,106	3,314	155,196	4,337	198,304	1,137	46,600	2,111	86,004	3,248	132,603
10	Minneapolis & St. Louis R. R.....	7	171	97	4,287	104	4,458	104	3,971	812	41,888	916	45,859
11	Union Pacific R. R.....	717	33,479	1,458	60,191	2,175	102,670	148	4,404	736	33,076	884	37,570
12	Wabash Railway.....												
	Total.....	10,739	515,430	24,229	1,190,473	35,068	1,705,903	4,607	148,021	10,380	451,003	14,417	599,024

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe						Other Metals, Pig, Bar and Sheet					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	6,836	211,301	9,385	331,196	16,245	542,497	1,471	61,166	297	11,400	1,748	72,566
2	Chicago, Burlington & Quincy R. R.....	4,311	113,084	15,223	487,223	17,530	540,313	2,390	75,373	3,495	145,286	5,885	230,661
3	Chicago Great Western R. R.....	594	14,463	3,565	118,449	4,157	132,812	62	1,867	778	32,453	840	34,340
4	Chicago, Milwaukee & St. Paul Ry.....	5,305	169,770	9,977	326,549	15,572	496,319	3,239	96,008	10,214	374,722	13,454	470,731
5	Chicago & North Western Ry.....	9,002	317,702	15,901	531,343	25,833	849,045	1,437	37,915	3,185	120,107	4,622	158,022
6	Chicago, St. Paul, Minn. & O. Ry.....	374	9,817	2,369	71,904	2,637	81,721	332	16,149	590	35,235	922	42,381
7	Chicago, Rock Island & Pacific Ry.....	7,896	243,496	9,365	308,098	17,302	551,594	1,351	41,217	1,588	60,008	2,939	101,225
8	Great Northern Ry.....	601	16,322	1,954	61,099	2,555	78,651	2,803	132,006	1,626	73,700	4,429	205,696
9	Illinois Central R. R.....	5,125	129,696	12,913	403,300	18,046	532,996	898	20,302	2,979	111,014	3,817	131,316
10	Minneapolis & St. Louis R. R.....	200	6,622	2,915	103,731	3,305	110,353	1	16	323	11,557	324	11,573
11	Union Pacific R. R.....	421	11,548	3,375	118,881	3,796	130,429	22	746	2,305	101,830	2,327	102,576
12	Wabash Railway.....	6,200	232,980	14,765	490,202	20,965	713,182	727	20,711	5,064	191,181	5,791	211,892
	Total.....	48,332	1,477,387	90,448	3,282,876	147,730	4,760,263	14,714	504,326	32,414	1,300,216	47,128	1,761,611

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Rollers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	2,536	50,349	3,368	62,144	5,744	112,513	10,497	1,122,942	5,100	207,444	55,633	1,330,386
2	Chicago, Burlington & Quincy R. R.....	5,783	99,749	4,618	93,992	10,401	193,341	38,039	1,065,969	6,965	256,700	35,004	1,322,669
3	Chicago Great Western R. R.....	387	6,601	934	17,872	1,321	24,473	3,277	116,178	1,850	72,542	5,127	188,716
4	Chicago, Milwaukee & St. Paul Ry.....	15,349	273,768	4,622	90,340	19,971	373,108	12,597	482,023	9,688	376,727	22,285	858,730
5	Chicago & North Western Ry.....	11,229	227,758	5,083	94,510	16,412	322,268	12,542	450,412	14,239	592,323	36,571	1,002,165
6	Chicago, St. Paul, Minn. & O. Ry.....	403	7,159	821	15,651	1,224	20,810	1,746	35,387	4,019	166,974	6,365	222,561
7	Chicago, Rock Island & Pacific Ry.....	4,542	80,727	2,783	51,205	7,325	132,432	11,620	422,314	7,131	232,654	18,190	655,388
8	Great Northern Ry.....	1,178	18,565	1,389	20,240	2,567	49,005	6,100	249,028	4,174	137,829	10,264	286,857
9	Illinois Central R. R.....	3,900	80,636	6,839	136,363	10,739	206,999	13,531	519,132	8,594	330,497	21,825	839,629
10	Minneapolis & St. Louis R. R.....	417	6,007	837	14,200	1,254	20,330	4,632	165,000	613	20,210	5,205	185,210
11	Union Pacific R. R.....	434	8,668	3,724	74,833	4,148	83,421	2,758	96,974	3,495	116,715	6,253	212,780
12	Wabash Railway.....	3,600	85,994	7,966	164,551	11,466	250,515	7,900	286,108	4,116	155,341	12,022	441,449
	Total.....	60,838	946,280	42,973	842,750	99,311	1,789,030	134,197	5,032,050	70,680	2,676,160	394,877	7,708,219

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	10,568	392,363	2,005	72,711	12,663	435,074	2,666	72,571	3,227	82,637	5,893	155,208
2	Chicago, Burlington & Quincy R. R.....	10,387	361,120	5,039	175,082	15,426	537,102	2,469	64,564	3,385	76,877	5,854	141,441
3	Chicago Great Western R. R.....	1,414	43,778	1,378	44,085	2,792	88,463	2,208	64,105	662	14,719	2,900	78,824
4	Chicago, Milwaukee & St. Paul Ry.....	12,198	419,328	7,537	235,948	19,735	674,376	6,018	161,658	4,029	114,833	10,047	276,511
5	Chicago & North Western Ry.....	7,192	251,139	12,188	437,965	19,380	689,456	8,161	185,177	7,716	222,458	15,877	407,635
6	Chicago, St. Paul, Minn. & O. Ry.....	1,414	48,968	1,000	35,050	2,414	84,008	581	8,382	450	10,106	816	18,490
7	Chicago, Rock Island & Pacific Ry.....	7,883	270,175	5,859	205,602	13,742	475,877	1,905	57,161	3,587	86,024	5,492	143,185
8	Great Northern Ry.....	2,003	72,321	1,106	37,004	3,109	109,385	503	13,904	1,254	33,043	1,847	52,597
9	Illinois Central R. R.....	9,938	378,340	6,700	230,164	16,647	614,404	3,422	94,117	3,518	91,380	6,941	185,593
10	Minneapolis & St. Louis R. R.....	2,914	89,401	1,243	41,834	4,157	131,235	1,868	52,142	1,132	28,489	3,000	80,631
11	Union Pacific R. R.....	831	29,338	1,637	54,370	2,468	83,708	2,613	69,723	322	19,704	3,435	89,427
12	Wabash Railway.....	6,946	226,994	2,452	84,400	9,408	321,400	1,867	39,662	2,232	56,829	5,739	147,491
	Total.....	73,678	2,563,116	48,208	1,680,391	121,941	4,243,507	34,344	873,006	31,980	842,747	66,324	1,716,333



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	921	15,117	516	8,434	1,437	23,551	2,394	31,394	3,059	42,379	5,203	73,673
2	Chicago, Burlington & Quincy R. R.....	5,577	95,001	839	15,068	6,416	110,069	11,328	164,777	4,227	72,029	15,555	236,806
3	Chicago Great Western R. R.....	2,718	46,341	732	16,497	3,450	62,838	812	9,617	1,319	18,273	2,131	27,890
4	Chicago, Milwaukee & St. Paul Ry.....	2,319	46,889	3,481	68,117	5,800	115,006	10,995	156,595	2,845	44,533	13,840	201,128
5	Chicago & North Western Ry.....	3,316	62,519	6,361	129,698	9,680	192,217	9,456	132,981	3,056	41,394	12,512	174,185
6	Chicago, St. Paul, Minn. & O. Ry.....	607	15,226	627	12,854	1,234	28,080	1,169	16,184	2,400	33,736	3,636	48,920
7	Chicago, Rock Island & Pacific Ry.....	2,809	57,645	2,074	41,837	4,883	99,482	10,308	157,087	2,951	42,191	13,256	199,878
8	Great Northern Ry.....	899	16,106	600	7,978	1,299	23,183	2,912	34,279	2,097	27,353	5,009	61,532
9	Illinois Central R. R.....	3,003	54,395	3,402	69,826	6,405	124,221	4,518	73,178	3,023	48,906	8,141	132,083
10	Minneapolis & St. Louis R. R.....	1,745	31,071	601	12,144	2,346	43,215	546	7,114	1,409	18,537	1,955	25,651
11	Union Pacific R. R.....	298	4,647	220	3,841	518	8,488	895	11,185	2,050	30,114	2,915	41,296
12	Wabash Railway.....	1,196	19,079	1,301	20,922	2,397	40,007	1,065	24,837	9,554	153,889	11,219	180,726
	Total.....	35,471	665,556	30,514	400,341	65,985	865,900	56,775	819,828	38,650	573,943	96,423	1,393,771

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second-hand Furniture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	7,696	48,805	16,688	111,687	24,384	160,492	1,873	19,696	1,173	12,615	3,046	32,570
2	Chicago, Burlington & Quincy R. R.....	7,831	48,243	13,691	108,301	21,522	156,544	3,000	31,000	1,826	13,733	4,356	45,329
3	Chicago Great Western R. R.....	1,820	12,960	12,954	90,456	14,773	103,416	606	6,323	461	5,063	1,067	11,386
4	Chicago, Milwaukee & St. Paul Ry.....	16,550	119,065	23,308	181,475	39,858	300,570	1,607	18,108	488	5,652	2,095	23,760
5	Chicago & North Western Ry.....	33,696	215,542	16,601	133,049	50,297	348,591	3,597	38,227	1,682	16,751	5,249	54,978
6	Chicago, St. Paul, Minn. & O. Ry.....	1,381	8,612	5,138	31,945	6,519	40,557	906	10,519	703	8,908	1,609	16,117
7	Chicago, Rock Island & Pacific Ry.....	11,564	78,549	23,291	178,787	35,245	277,336	3,143	32,421	1,365	14,540	4,508	46,961
8	Great Northern Ry.....	3,554	21,806	8,347	56,826	11,901	78,634	1,749	19,703	651	7,363	2,391	27,128
9	Illinois Central R. R.....	8,578	60,281	38,897	300,767	47,465	361,048	1,173	11,466	968	8,974	2,141	20,467
10	Minneapolis & St. Louis R. R.....	648	4,318	4,696	35,397	5,344	30,525	306	3,922	322	3,794	748	7,716
11	Union Pacific R. R.....	2,578	15,721	35,354	290,280	37,932	306,001	947	9,779	1,318	14,573	2,265	24,332
12	Wabash Railway.....	20,207	146,217	68,401	949,579	88,608	1,096,006	554	5,226	430	3,971	984	9,367
	Total.....	116,234	730,179	257,213	2,468,671	373,447	3,248,850	19,572	207,412	11,011	115,649	30,583	322,061

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	1,084	11,116	2,383	21,104	3,367	32,220	810	10,184	533	9,265	1,322	28,440
2	Chicago, Burlington & Quincy R. R.....	2,152	20,480	3,125	29,502	5,277	49,982	1,287	21,391	367	6,433	1,644	27,824
3	Chicago Great Western R. R.....	10	1,746	404	3,367	504	5,000	925	17,174	145	2,946	1,070	30,120
4	Chicago, Milwaukee & St. Paul Ry.....	4,427	44,371	2,792	27,922	7,219	72,294	3,370	60,781	372	7,552	3,743	74,333
5	Chicago & North Western Ry.....	10,400	116,528	1,314	13,377	11,714	128,905	1,540	32,570	850	12,614	2,319	45,184
6	Chicago, St. Paul, Minn. & O. Ry.....	71	367	454	4,206	525	4,793	376	6,123	129	2,820	305	9,013
7	Chicago, Rock Island & Pacific Ry.....	2,100	19,623	2,455	24,420	4,555	44,103	987	16,700	435	7,879	1,412	34,570
8	Great Northern Ry.....	285	2,424	396	3,596	681	6,020	424	6,700	185	3,080	600	9,870
9	Illinois Central R. R.....	4,770	45,658	3,250	28,848	8,020	74,506	1,017	17,649	561	9,794	1,578	37,443
10	Minneapolis & St. Louis R. R.....	16	119	442	4,192	458	4,311	204	3,435	131	1,867	310	5,292
11	Union Pacific R. R.....	105	822	2,879	23,763	2,984	23,575	19	380	585	11,716	604	12,006
12	Wabash Railway.....	802	6,947	2,198	21,811	3,000	28,788	608	11,177	493	9,078	1,101	30,253
	Total.....	36,476	368,402	22,042	214,619	58,518	583,021	11,705	220,303	4,532	85,004	16,237	305,457

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 37—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.....	3,008	62,715	4	89	3,012	62,804	4,274	117,644	726	30,188	5,000	137,832
2	Chicago, Burlington & Quincy R. R.....	4,519	130,533	64	1,908	4,583	141,501	1,848	58,002	1,308	48,302	3,056	100,364
3	Chicago Great Western R. R.....	34	5,600	35	1,069	69	10,669	323	11,027	136	3,269	649	14,297
4	Chicago, Milwaukee & St. Paul Ry.....	6,946	216,329	179	4,787	7,125	71,116	1,847	44,496	600	13,017	2,447	57,453
5	Chicago & North Western Ry.....	56	176,007	52	1,715	5,619	177,722	1,304	30,326	627	13,286	1,931	43,612
6	Chicago, St. Paul, Minn. & O. Ry.....	1,943	65,792	2	49	1,945	65,841	650	16,796	79	1,726	728	18,522
7	Chicago, Rock Island & Pacific Ry.....	2,329	49,120	536	13,770	2,865	62,890	185	2,803	624	9,773	809	12,006
8	Great Northern Ry.....	3,281	117,581	34	1,097	3,315	118,678	773	22,549	90	2,225	872	24,774
9	Illinois Central R. R.....	5,163	99,106	63	1,806	5,226	71,001	5,788	182,192	3,000	86,316	8,793	268,507
10	Minneapolis & St. Louis R. R.....	1,072	34,727	84	2,739	1,156	37,466	231	4,337	233	4,483	464	8,820
11	Union Pacific R. R.....	1,884	35,530	1	30	1,885	35,560	65	2,565	87	2,654	150	5,219
12	Wabash Railway.....	577	12,145	109	5,261	746	18,406	1,625	33,710	922	20,994	2,577	54,614
	Total.....	34,670	1,009,283	1,227	34,367	35,897	1,040,650	19,170	535,560	8,402	226,733	27,572	702,302



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 38—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	283	6,212	1,467	36,453	1,750	42,665	4,005	110,632	2,279	69,941	6,284	179,893
2	Chicago, Burlington & Quincy R. R.....	301	6,509	3,703	95,116	4,004	101,379	4,205	105,533	3,791	119,484	8,000	200,017
3	Chicago Great Western R. R.....	125	2,561	1,370	34,375	1,495	36,936	154	2,768	800	21,546	1,014	27,303
4	Chicago, Milwaukee & St. Paul Ry.....	1,309	30,180	2,732	68,718	3,911	98,907	807	22,379	3,905	115,065	4,738	137,432
5	Chicago & North Western Ry.....	5,225	136,652	4,333	112,492	9,558	249,065	2,798	86,319	5,382	136,566	8,180	245,673
6	Chicago, St. Paul, Minn. & O. Ry.....	383	9,925	1,592	40,254	1,977	50,179	1,218	31,164	841	21,977	2,059	52,141
7	Chicago, Rock Island & Pacific Ry.....	253	4,211	3,327	89,692	3,580	93,873	5,009	128,140	2,616	77,702	7,695	235,842
8	Great Northern Ry.....	1,080	27,545	1,698	43,283	2,778	70,828	624	12,447	883	23,067	1,307	35,512
9	Illinois Central R. R.....	1,003	19,565	2,707	66,631	3,710	86,226	6,308	175,818	6,058	179,065	12,361	354,896
10	Minneapolis & St. Louis R. R.....	6	92	1,375	35,311	1,381	35,403	123	3,239	006	29,310	818	22,549
11	Union Pacific R. R.....	11	240	2,390	56,179	2,411	56,419	381	13,403	2,330	78,061	2,711	91,564
12	Wabash Railway.....	601	11,786	5,019	124,288	5,500	136,073	3,441	115,125	4,105	124,006	7,546	229,133
	Total.....	10,941	235,107	31,381	802,006	41,722	1,037,763	28,987	840,088	33,775	1,011,801	62,702	1,861,979

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE—Continued

## PART 39—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All Canned Food Products)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	53	1,118	112	1,833	167	2,971	4,616	131,366	3,186	82,032	7,802	213,398
2	Chicago, Burlington & Quincy R. R.....	116	2,036	669	16,389	815	12,425	1,965	35,113	3,794	105,186	5,459	149,299
3	Chicago Great Western R. R.....	16	196	287	3,428	303	5,644	728	15,865	1,199	35,896	1,927	49,761
4	Chicago, Milwaukee & St. Paul Ry.....	66	1,302	172	2,754	240	3,957	12,411	291,905	5,732	89,800	16,143	381,785
5	Chicago & North Western Ry.....	25	4,036	707	9,187	961	13,223	9,703	225,736	4,808	124,887	14,651	345,622
6	Chicago, St. Paul, Minn. & O. Ry.....	2	376	243	5,475	268	3,861	2,326	49,983	1,067	28,001	3,336	77,984
7	Chicago, Rock Island & Pacific Ry.....	5,009	198,140	2,616	77,702	7,625	235,842	1,985	44,152	2,813	76,849	4,798	129,992
8	Great Northern Ry.....	31	399	87	1,370	118	1,630	2,490	68,958	1,523	33,810	5,008	107,768
9	Illinois Central R. R.....	1,910	25,239	3,134	38,001	4,444	63,881	2,985	62,311	4,328	109,694	7,490	171,945
10	Minneapolis & St. Louis R. R.....	4	88	336	6,395	342	6,533	1,073	23,762	880	23,196	1,954	46,948
11	Union Pacific R. R.....	1	11	292	5,235	293	5,290	1,240	30,705	5,713	184,548	6,953	215,251
12	Wabash Railway.....	46	634	1,311	15,419	1,337	16,053	2,127	43,009	3,049	71,877	5,176	114,976
	Total.....	6,998	193,308	9,928	175,728	16,923	369,036	43,229	1,021,053	36,061	963,707	79,330	1,984,810

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 40—MANUFACTURES AND MISCELLANEOUS—Continued

	Railway Companies	Other Manufactures and Miscellaneous					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	25,536	795,309	17,513	352,228	53,049	1,147,537
2	Chicago, Burlington & Quincy R. R.	51,006	1,334,090	33,845	713,360	84,851	2,047,450
3	Chicago Great Western R. R.	10,940	195,241	19,942	390,155	30,882	585,396
4	Chicago, Milwaukee & St. Paul Ry.	73,518	1,587,852	46,138	1,022,304	119,656	2,610,156
5	Chicago & North Western Ry.	98,729	2,148,826	46,000	1,035,706	144,729	3,184,532
6	Chicago, St. Paul, Minn. & Omaha Ry.	12,340	288,051	16,522	390,086	28,862	678,137
7	Chicago, Rock Island & Pacific Ry.	54,337	1,174,334	24,980	476,848	79,317	1,651,182
8	Great Northern Ry.	12,626	319,320	9,351	182,006	22,001	501,326
9	Illinois Central R. R.	43,308	855,030	48,856	1,007,508	92,164	1,862,538
10	Minneapolis & St. Louis R. R.	3,947	79,051	8,467	169,797	12,414	248,848
11	Union Pacific R. R.	5,112	125,444	20,056	413,905	25,168	539,349
12	Wabash Railway	33,006	709,707	48,274	968,745	81,280	1,678,452
	Total	435,279	9,343,721	330,143	6,908,041	765,422	16,251,762

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

PART 41—TOTAL MANUFACTURES AND MISCELLANEOUS

	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons
1	Atchison, Topeka & Santa Fe Ry.	255,078	32.08	8,314,220	30.66	112,446	2,751,426	467,524	34.02	11,065,646	32.10
2	Chicago, Burlington & Quincy R. R.	391,832	22.15	5,228,000	18.09	156,180	3,929,253	548,012	26.43	9,157,212	22.60
3	Chicago Great Western R. R.	81,237	29.54	922,776	29.85	66,691	1,330,947	147,928	43.12	2,197,723	34.37
4	Chicago, Milwaukee & St. Paul Ry.	213,930	19.35	4,084,054	14.49	203,825	5,180,292	417,755	36.61	10,174,246	21.35
5	Chicago & Northwestern Ry.	272,537	25.24	5,919,054	16.86	206,236	5,025,106	478,773	38.12	11,944,160	21.46
6	Chicago, St. Paul, Minn. & Omaha Ry.	30,520	14.08	747,006	13.06	66,990	1,412,701	97,510	24.12	2,160,707	22.20
7	Chicago, Rock Island & Pacific Ry.	169,909	25.41	4,015,296	22.20	168,841	3,951,048	338,750	30.41	7,966,344	27.01
8	Great Northern Ry.	19,677	8.14	1,645,548	5.62	58,067	1,391,033	77,744	13.71	3,041,181	9.25
9	Illinois Central R. R.	141,154	16.91	3,377,305	11.09	229,835	5,869,055	470,989	34.82	9,246,360	18.75
10	Minneapolis & St. Louis R. R.	21,025	17.50	576,380	16.09	37,301	854,200	58,326	26.13	1,432,680	22.75
11	Union Pacific R. R.	35,302	12.23	928,240	10.08	122,318	2,616,679	157,620	23.54	3,574,919	20.91
12	Wabash Railway	100,004	38.02	2,284,175	31.27	217,983	5,012,905	317,987	44.39	7,297,080	36.00
	Total	1,579,739		38,680,304		1,643,728	30,809,305	3,223,467		78,579,772	
	Per cent of grand total carload traffic		21.77		16.91				27.76		22.60
13	Atlantic Northern Ry.			66			1,934			2,000	
14	Colfax Northern Ry.			67			10			77	
15	Manchester & Oneida Ry.			291			2,506			2,796	
16	Tabor & Northern Ry.			91			839			930	
	Total 13 to 16 inclusive			485			5,288			5,773	
	Total tons			38,680,304			30,809,305			78,579,772	
	Percent grand total tons all traffic			10.736			11.073			21.809	



TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 42—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	Per cent	Tons	Per cent
1	Atchafalpa, Topeka & Santa Fe Ry.	902,846	76.518	27,115,482	78.651	277,067	23.482	7,900,070	21.349	1,179,912	100	34,475,562	100
2	Chicago, Burlington & Q. R. R.	508,047	67.240	28,900,211	89.441	436,837	32.751	12,718,306	30.559	1,394,884	100	41,619,707	100
3	Chicago Great Western R. R.	109,078	41.250	2,220,287	34.324	181,066	38.710	4,181,901	65.078	227,198	100	6,337,067	100
4	Chicago, Milwaukee & St. P. Ry.	1,100,317	70.207	31,409,306	71.845	864,801	29.003	13,881,342	28.155	1,570,118	100	47,831,647	100
5	Chicago & North Western Ry.	1,079,873	66.430	35,124,103	65.385	622,598	36.570	18,394,830	34.615	1,702,471	100	53,718,935	100
6	Chicago, St. P., M. & O. Ry.	216,820	58.418	5,731,366	38.886	154,332	41.582	4,091,682	41.114	371,168	100	9,733,048	100
7	Chicago, R. I. & P. Ry.	638,666	60.906	18,072,227	61.977	428,817	29.074	11,475,516	38.923	1,097,533	100	29,487,743	100
8	Great Northern Ry.	739,688	84.948	29,231,517	88.906	129,834	15.052	3,647,442	11.064	862,982	100	32,789,969	100
9	Illinois Central R. R.	831,679	54.144	28,501,898	59.389	706,916	45.866	19,331,661	49.417	1,541,566	100	47,885,832	100
10	Minneapolis & St. Louis R. R.	122,618	54.468	3,452,495	54.832	102,543	45.542	2,844,005	45.168	225,161	100	6,296,500	100
11	Union Pacific R. R.	288,768	43.194	8,088,438	50.818	380,701	56.806	8,408,819	49.182	609,472	100	17,097,257	100
12	Wabash Railway	250,316	35.000	7,305,154	36.096	481,587	64.997	12,992,788	63.904	740,933	100	20,237,945	100
	Total	7,256,148	67.481	238,679,405	65.785	4,357,179	37.519	118,935,735	34.215	11,613,327	100	347,615,160	100
13	Atlantic Northern Ry.		6.770					12,330				19,111	
14	Colfax Northern Ry.		18.834					323				19,109	
15	Manchester & Onondaga Ry.		2.806					30.030				22,842	
16	Tabor & Northern Ry.		5.872					6,761				12,639	
	Total 13 to 16 inclusive			34,287	46.490			30,461	53.510			73,751	100
	Total tons carload traffic			238,713,692	65.781			118,975,219	34.219			347,688,911	100
	Per cent of grand total tons all traffic			65.48				33.02				96.50	

TABLE 11—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—ENTIRE LINE

## PART 43—ALL L. C. L. FREIGHT—AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	All L. C. L. Freight—Tons					Grand Total Carload and L. C. L. Freight—Tons						
		Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Total	Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Grand total tons all traffic	Per cent	
1	Atchafalpa, Topeka & Santa Fe Ry.	909,856	3.30	211,131	2.79	1,161,987	3.26	28,095,358	78.76	7,371,301	21.24	35,667,529	100
2	Chicago, Burlington & Q. R. R.	1,166,582	3.88	322,565	3.95	1,689,147	3.90	39,067,895	69.43	15,246,359	30.57	54,314,247	100
3	Chicago Great Western R. R.	182,446	7.59	62,445	1.49	244,891	2.71	2,402,617	36.39	4,199,345	63.61	6,601,962	100
4	Chicago, Milwaukee & St. P. Ry.	1,310,850	3.77	360,551	2.60	1,707,410	3.44	35,747,164	72.09	13,841,833	27.91	49,589,037	100
5	Chicago & North Western Ry.	1,173,854	3.23	832,192	4.38	2,006,046	3.63	36,297,909	65.11	19,447,022	34.89	55,744,981	100
6	Chicago, St. P., M. & O. Ry.	338,920	5.50	102,979	3.91	460,899	4.80	6,065,290	59.29	4,164,061	40.71	10,229,347	100
7	Chicago, R. I. & P. Ry.	1,034,830	5.43	234,052	2.00	1,268,882	4.13	19,042,057	61.92	11,709,571	38.08	30,751,628	100
8	Great Northern Ry.	445,530	1.50	170,158	4.46	615,688	1.84	29,617,039	88.60	3,817,670	11.40	33,434,709	100
9	Illinois Central R. R.	1,086,966	3.67	642,911	3.22	1,723,907	3.49	29,388,864	59.70	19,976,876	40.30	49,365,740	100
10	Minneapolis & St. Louis R. R.	149,512	4.15	64,987	2.23	214,499	3.29	3,692,007	55.32	2,908,992	44.68	6,601,000	100
11	Union Pacific R. R.	290,962	3.24	233,039	2.70	524,002	2.98	8,979,400	50.96	8,642,449	49.04	17,621,849	100
12	Wabash Railway	691,111	4.38	336,530	2.54	917,641	4.34	7,866,295	37.28	13,200,398	62.72	21,155,633	100
	Total	8,743,465	3.68	3,854,182	3.139	13,597,617	3.50	237,422,870	65.91	122,789,937	34.09	360,212,807	100
13	Atlantic Northern Ry.	900		1,018		1,964		7,711		13,354		21,065	
14	Colfax Northern Ry.	6				6		18,840		325		19,165	
15	Manchester & Onondaga Ry.	379		357		996		3,185		20,566		23,778	
16	Tabor & Northern Ry.	91		839		930		5,963		7,606		13,569	
	Grand total 13 to 16 inclusive	1,412		2,414		3,826		35,606		41,878		77,577	
	Total tons carload traffic	8,744,877		3,856,506		12,601,473		237,458,369		122,831,815		360,290,184	
	Per cent of grand total tons all traffic	2.43		1.07		3.50		65.91		34.09		100	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6	180	1,214	47,323	1,220	47,503	1	33	851	31,437	852	31,470
2	Chicago, Burlington & Quincy R. R.*	238	11,546	4	130	302	11,383	762	28,415	194	7,440	956	35,855
3	Chicago Great Western R. R.	197	5,507	3,007	147,329	3,764	152,926	1,645	60,906	1,787	65,057	3,432	124,963
4	Chicago, Milwaukee & St. Paul Ry.	638	25,149	855	32,133	603	27,282	8,308	331,955	507	19,073	8,815	351,028
5	Chicago & North Western Ry.	1,051	42,558	1,761	30,466	1,312	75,064	9,921	395,949	7,330	274,035	17,251	670,084
6	Chicago, St. Paul, Minn. & O. Ry.	82	2,959	740	30,159	822	33,148	314	11,569	261	8,706	575	20,264
7	Chicago, Rock Island & Pacific Ry.	1,468	56,731	-----	-----	1,468	56,731	6,075	230,705	-----	-----	6,075	230,705
8	Great Northern Ry.	10	373	-----	-----	10	375	818	32,302	1,072	40,616	318	29,303
9	Illinois Central R. R.	505	19,150	400	16,387	905	35,546	3,370	163,291	-----	-----	4,942	194,007
10	Minneapolis & St. Louis R. R.	194	7,337	1,563	63,392	1,760	70,649	4,300	164,093	1,480	55,100	5,780	219,190
11	Union Pacific R. R.	2,604	120,915	-----	-----	2,604	120,915	1,842	75,835	-----	-----	1,842	75,835
12	Wabash Railway	637	25,031	595	23,085	1,232	48,016	959	35,298	1,435	55,822	2,394	88,120
	Total	8,040	318,150	8,942	330,610	16,982	678,700	38,903	1,517,005	14,906	552,331	53,711	2,069,336

\*This table covers only those shipments moving entirely within the state.

\*This column includes only the revenue freight received from connecting carriers whose junctions are within the state. Balance of information desired not available.

\*Except trans-state traffic.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	-----	-----	81	2,645	81	2,645	-----	-----	327	11,303	327	11,303
2	Chicago, Burlington & Quincy R. R.	238	7,731	368	12,800	601	30,600	16	605	4	112	20	717
3	Chicago Great Western R. R.	2,000	68,916	3,114	103,763	5,174	172,679	50	1,878	889	31,725	945	33,603
4	Chicago, Milwaukee & St. Paul Ry.	7,046	232,447	348	12,569	7,394	265,046	233	8,245	58	3,123	321	11,372
5	Chicago & North Western Ry.	8,289	322,190	7,654	271,954	15,943	564,144	338	12,433	283	9,814	621	22,247
6	Chicago, St. Paul, Minn. & O. Ry.	436	14,772	1,376	50,385	1,812	65,157	38	922	50	1,775	78	2,705
7	Chicago, Rock Island & Pacific Ry.	11,292	379,148	-----	-----	11,292	379,148	459	16,355	-----	-----	459	16,355
8	Great Northern Ry.	165	5,996	-----	-----	165	5,996	17	655	-----	-----	17	655
9	Illinois Central R. R.	4,735	161,477	1,675	60,660	6,410	222,146	106	2,947	190	6,373	296	9,320
10	Minneapolis & St. Louis R. R.	5,479	191,922	1,857	65,792	7,337	257,714	102	3,472	543	20,055	645	23,527
11	Union Pacific R. R.	1,904	62,637	-----	-----	1,904	62,637	139	6,060	-----	-----	139	6,060
12	Wabash Railway	632	21,198	4,350	148,447	5,045	169,645	41	1,773	308	9,987	315	11,762
	Total	42,453	1,458,304	20,825	729,123	63,278	2,187,517	1,561	55,384	2,645	94,355	4,206	149,739



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			10,134	274,898	10,134	274,898	2	38	577	13,458	579	13,491
2	Chicago, Burlington & Quincy R. R.	89	1,028	24	498	104	2,120	139	2,502	45	1,200	204	3,792
3	Chicago Great Western R. R.	61	1,502	11,406	306,306	11,567	307,808	108	2,021	3,021	78,889	3,029	80,910
4	Chicago, Milwaukee & St. Paul Ry.	2,544	31,704	756	19,656	3,300	71,360	5,153	117,415	229	5,028	5,332	122,543
5	Chicago & North Western Ry.	777	18,594	1,097	49,721	2,474	59,225	3,300	79,931	3,728	86,057	7,028	165,978
6	Chicago, St. Paul, Minn. & O. Ry.	153	3,338	391	10,284	544	13,542	58	1,194	371	9,261	429	10,455
7	Chicago, Rock Island & Pacific Ry.	1,921	52,316			1,921	52,316	7,580	170,017			7,580	170,017
8	Great Northern Ry.	37	819			37	819	37	617			37	617
9	Illinois Central R. R.	327	11,969	2,445	61,451	2,672	73,420	2,456	54,811	1,145	24,889	3,571	79,700
10	Minneapolis & St. Louis R. R.	41	1,938	10,518	271,246	10,859	272,254	113	2,306	3,339	77,107	3,332	79,405
11	Union Pacific R. R.								173		8		173
12	Wabash Railway	44	972	2,582	67,199	2,626	68,171	17	291	1,140	26,900	1,157	27,351
	Total	5,968	143,710	40,335	1,012,348	46,328	1,196,058	18,915	431,297	14,913	323,434	33,030	754,731

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.	1	17	953	12,913	954	12,930						
2	Chicago, Burlington & Quincy R. R.	297	3,735	194	1,572	421	5,307						
3	Chicago Great Western R. R.	409	4,941	333	4,337	736	9,178			49	1,008	49	1,008
4	Chicago, Milwaukee & St. Paul Ry.	944	11,338	439	5,377	1,383	16,615	18	225	8	248	26	323
5	Chicago & North Western Ry.	1,049	12,480	1,748	19,927	2,007	32,407	1	11	247	3,045	248	3,056
6	Chicago, St. Paul, Minn. & O. Ry.	59	721	2,221	27,794	2,280	28,475			1	11	1	11
7	Chicago, Rock Island & Pacific Ry.	897	11,041			897	11,041						
8	Great Northern Ry.	78	970			78	970						
9	Illinois Central R. R.	511	6,101	216	2,735	716	8,836			35	502	35	502
10	Minneapolis & St. Louis R. R.	217	2,538	96	1,277	313	3,815						
11	Union Pacific R. R.												
12	Wabash Railway	42	566	357	4,409	379	5,016			1	9	1	9
	Total	4,498	54,344	6,246	80,242	10,744	134,586	19	246	341	4,772	300	5,079

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed and Products, Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.			824	10,386	824	10,386			81	2,040	81	2,040
2	Chicago, Burlington & Quincy R. R.							1	15			1	15
3	Chicago Great Western R. R.			486	8,606	486	8,606			196	4,447	196	4,447
4	Chicago, Milwaukee & St. Paul Ry.	69	775	13	284	82	1,059	8	140	42	900	50	1,040
5	Chicago & North Western Ry.	14	510					30	654	360	4,705	390	5,259
6	Chicago, St. Paul, Minn. & O. Ry.			60	850	60	850			10	235	10	235
7	Chicago, Rock Island & Pacific Ry.												
8	Great Northern Ry.												
9	Illinois Central R. R.			45	750	45	750	21	480	71	2,462	92	2,932
10	Minneapolis & St. Louis R. R.			7	121	7	121			134	4,927	134	4,927
11	Union Pacific R. R.									115	2,800	115	2,800
12	Wabash Railway			22	336	22	336						
	Total	83	1,285	1,475	21,508	1,558	22,813	50	1,108	818	21,607	868	22,863

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.			8,906	158,256	8,906	158,256	3	41	31,912	448,420	31,915	448,461
2	Chicago, Burlington & Quincy R. R.	30	330			83	330	189	2,516	18	228	207	2,544
3	Chicago Great Western R. R.	11	97	2,275	40,942	2,286	41,039	45	494	8,215	128,994	8,260	129,488
4	Chicago, Milwaukee & St. Paul Ry.	5	97	2,435	41,183	2,440	41,278	143	2,577	17,017	236,157	17,160	238,734
5	Chicago & North Western Ry.	2	24	1,737	31,568	1,739	31,602	86	1,180	25,439	370,476	25,525	371,656
6	Chicago, St. Paul, Minn. & O. Ry.			1,067	19,036	1,067	19,036	16	197	2,892	41,903	2,908	42,100
7	Chicago, Rock Island & Pacific Ry.							731	9,151			731	9,151
8	Great Northern Ry.							8	89			8	89
9	Illinois Central R. R.	12	120	2,370	30,880	2,382	40,000	126	1,308	15,892	209,775	16,018	211,083
10	Minneapolis & St. Louis R. R.			76	1,233	76	1,233	33	412	2,136	34,098	2,169	35,410
11	Union Pacific R. R.							2	24			2	24
12	Wabash Railway			529	8,697	529	8,697	2	22	2,940	46,243	2,942	46,265
	Total	63	674	19,925	340,733	19,988	341,407	1,206	17,811	105,921	1,617,254	107,317	1,535,008



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	18	924	14,862	925	14,879			5,273	59,447	5,273	69,447
2	Chicago, Burlington & Quincy R. R.	30	381	8	133	38	514	41	758	3	38	44	796
3	Chicago Great Western R. R.	25	385	2,030	50,198	2,043	50,883	45	700	2,123	95,842	2,168	27,002
4	Chicago, Milwaukee & St. Paul Ry.	58	983	302	5,376	360	6,359	300	7,346	1,672	40,873	2,032	48,219
5	Chicago & North Western Ry.	91	1,472	2,328	40,133	2,329	41,605	74	1,061	4,137	49,839	4,211	50,800
6	Chicago, St. Paul, Minn. & O. Ry.	1	16	1,395	22,472	1,396	22,487	2	16	696	9,517	697	9,533
7	Chicago, Rock Island & Pacific Ry.	203	3,179			203	3,179	376	5,248			376	5,248
8	Great Northern Ry.	2	38			2	38						
9	Illinois Central R. R.	168	2,586	1,445	26,070	1,613	27,005	514	6,670	2,470	30,281	2,984	36,951
10	Minneapolis & St. Louis R. R.	27	448	7,308	131,032	7,335	132,130	26	441	450	6,116	476	6,557
11	Union Pacific R. R.												
12	Wabash Railway	4	68	3,887	69,488	3,901	69,556	2	24	780	10,060	782	10,104
	Total	606	9,573	20,477	358,813	21,205	368,386	1,460	22,324	17,612	238,023	19,072	265,347

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			810	27,417	810	27,417	1	18	2,698	47,824	2,699	47,842
2	Chicago, Burlington & Quincy R. R.	8	97			8	97	194	3,236	13	249	207	3,485
3	Chicago Great Western R. R.	11	117	581	17,664	592	17,781	604	13,940	2,811	73,581	3,415	87,521
4	Chicago, Milwaukee & St. Paul Ry.	19	474	978	29,434	997	29,908	998	28,340	931	19,659	1,929	48,020
5	Chicago & North Western Ry.	2	23	346	29,270	348	29,293	729	21,025	2,784	75,613	3,513	97,278
6	Chicago, St. Paul, Minn. & O. Ry.	3	28	210	6,869	213	6,891	16	232	397	12,463	403	12,715
7	Chicago, Rock Island & Pacific Ry.	19	313			19	313	2,020	59,555			2,039	59,555
8	Great Northern Ry.							1	8			1	8
9	Illinois Central R. R.	218	2,749	710	16,003	928	18,752	89	1,896	1,008	28,019	1,737	30,485
10	Minneapolis & St. Louis R. R.	6	55	40	1,334	46	1,389	935	31,648	1,645	49,616	2,580	81,264
11	Union Pacific R. R.							6	134			6	124
12	Wabash Railway	2	45	141	3,608	143	4,000	158	1,929	652	12,990	806	14,589
	Total	288	3,901	4,306	131,933	4,654	135,884	5,746	162,582	13,700	329,305	19,536	492,887

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total carload origi- nating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Ry.	15	1.75	248	1.84	65,608	1,102,404	65,623	32.08	1,102,752	27.15
2	Chicago, Burlington & Quincy R. R.	2,841	11.74	63,004	12.02	825	24,565	3,166	13.10	87,500	14.64
3	Chicago Great Western R. R.	5,229	14.35	161,644	21.06	44,403	1,087,078	49,632	23.08	1,249,322	24.04
4	Chicago, Milwaukee & St. Paul Ry.	26,304	19.75	830,124	27.81	25,880	441,411	52,124	25.31	1,280,535	27.53
5	Chicago & North Western Ry.	25,792	22.67	880,595	36.28	40,637	1,337,825	86,449	27.12	2,318,415	30.33
6	Chicago, St. Paul, Minn. & Omaha Ry.	1,108	10.12	35,944	31.78	12,253	251,890	13,361	19.18	287,734	19.35
7	Chicago, Rock Island & Pacific Ry.	33,058	22.81	905,842	29.86	—	—	33,058	22.81	905,842	29.30
8	Great Northern Ry.	1,169	21.94	38,816	37.25	—	—	1,169	21.94	38,816	37.25
9	Illinois Central R. R.	13,378	22.90	425,673	36.11	31,330	566,521	45,198	25.06	992,194	23.74
10	Minneapolis & St. Louis R. R.	11,472	22.94	405,592	29.16	31,055	783,102	43,127	31.85	1,188,694	31.03
11	Union Pacific R. R.	7,005	21.32	205,787	94.11	—	—	7,005	21.32	205,787	94.11
12	Wabash Railway	2,001	21.32	85,109	21.83	19,808	487,201	22,469	32.75	579,310	31.32
Total		129,978		4,198,478		292,419	6,142,522	422,397		10,341,000	
Percent of grand total carload traffic			21.85		30.16				26.79		27.81
13	Atlantic Northern Ry.	—		654		349		—		1,003	
14	Colfax Northern Ry.	—		244		—		—		—	
15	Manchester & Omaha Ry.	—		4,015		2,025		—		2,300	
16	Tabor & Northern Ry.	—		—		18		—		4,063	
Total 13 to 16 inclusive				4,913		2,452				7,363	
Total tons				4,203,391			6,144,974			10,348,365	
Percent of grand total tons all traffic				19.74			15.70			25.45	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 10—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules						Cattle and Calves					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	92	753	132	1,599	194	2,345	81	964	6,006	81,156	6,087	82,120
2	Chicago, Burlington & Quincy R. R.	159	1,806	17	191	176	1,997	1,479	17,073	46	499	1,525	17,572
3	Chicago Great Western R. R.	103	1,195	81	905	184	2,100	4,118	46,918	3,594	42,300	7,712	89,287
4	Chicago, Milwaukee & St. Paul Ry.	492	5,729	85	902	577	6,721	17,465	200,448	3,085	42,000	21,151	243,061
5	Chicago & North Western Ry.	448	5,174	547	6,443	995	11,617	16,556	186,597	9,949	115,599	26,510	302,193
6	Chicago, St. Paul, Minn. & O. Ry.	61	684	153	1,672	214	2,356	2,329	24,621	5,446	62,037	7,530	87,519
7	Chicago, Rock Island & Pacific Ry.	570	6,476	—	—	570	6,476	15,081	178,535	—	—	15,081	178,535
8	Great Northern Ry.	46	516	—	—	46	516	1,004	11,079	—	—	1,004	11,079
9	Illinois Central R. R.	205	2,191	96	1,138	301	3,329	8,751	103,871	2,339	27,743	11,090	131,614
10	Minneapolis & St. Louis R. R.	111	1,324	74	906	185	2,230	3,444	37,968	864	9,738	4,308	47,706
11	Union Pacific R. R.	—	—	—	—	—	—	11	127	—	—	11	127
12	Wabash Railway	49	561	88	1,054	137	1,615	602	7,043	774	9,313	1,426	16,966
Total		2,306	26,380	1,373	18,383	3,679	44,772	71,927	815,915	33,280	391,664	104,307	1,207,579



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Sheep and Goats						Hogs					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	21	146	780	7,253	801	7,399	37	356	856	8,716	893	9,073
2	Chicago, Burlington & Quincy R. R.....	102	707	8	65	110	822	5,988	51,247	10	85	5,998	51,332
3	Chicago Great Western R. R.....	286	2,004	519	5,024	805	7,028	6,421	53,829	1,816	19,037	8,237	72,870
4	Chicago, Milwaukee & St. Paul Ry.....	821	6,880	1,474	16,592	2,295	23,472	21,732	231,865	2,461	23,088	28,193	237,873
5	Chicago & North Western Ry.....	630	5,119	1,900	10,247	1,670	15,306	32,633	317,468	8,615	80,047	41,248	397,515
6	Chicago, St. Paul, Minn. & O. Ry.....	92	702	700	6,137	792	6,839	1,713	15,083	8,780	30,152	10,500	95,240
7	Chicago, Rock Island & Pacific Ry.....	1,100	8,387	-----	-----	1,100	8,387	27,916	255,345	-----	-----	27,916	255,345
8	Great Northern Ry.....	34	213	-----	-----	34	213	1,940	16,614	-----	-----	1,940	16,614
9	Illinois Central R. R.....	280	2,308	148	1,403	427	3,711	12,001	100,838	2,773	25,436	14,804	135,234
10	Minneapolis & St. Louis R. R.....	140	901	64	328	204	1,429	8,163	70,197	232	2,057	8,395	72,254
11	Union Pacific R. R.....	-----	-----	-----	-----	-----	-----	1	8	-----	-----	1	8
12	Wabash Railway.....	80	590	74	1,783	254	2,379	1,321	13,649	2,724	29,567	4,345	43,216
	Total.....	3,686	28,023	4,907	49,032	8,592	77,055	124,178	1,135,554	28,274	271,085	132,452	1,406,630

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Fresh Meats						Other Packing House Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.....	-----	-----	8,178	96,800	8,178	96,800	-----	-----	1,326	23,909	1,326	23,239
2	Chicago, Burlington & Quincy R. R.....	60	938	-----	-----	60	938	241	3,679	7	127	248	3,806
3	Chicago Great Western R. R.....	130	1,328	6,511	79,382	6,647	81,210	761	10,970	6,869	109,236	7,630	123,306
4	Chicago, Milwaukee & St. Paul Ry.....	12,152	153,239	232	3,001	12,451	156,800	1,418	24,165	61	1,097	1,479	25,262
5	Chicago & North Western Ry.....	5,674	72,924	781	10,528	6,455	83,452	1,794	32,072	676	11,660	2,451	45,722
6	Chicago, St. Paul, Minn. & O. Ry.....	601	8,909	204	3,144	805	12,143	310	4,344	222	3,667	532	8,006
7	Chicago, Rock Island & Pacific Ry.....	375	3,810	-----	-----	375	3,810	2,311	41,302	-----	-----	2,311	41,302
8	Great Northern Ry.....	340	3,911	-----	-----	340	3,911	-----	124	-----	-----	-----	124
9	Illinois Central R. R.....	6,325	83,115	6,582	85,255	12,867	168,570	2,563	44,909	994	19,565	3,547	64,304
10	Minneapolis & St. Louis R. R.....	976	16,878	414	5,920	1,360	22,736	690	13,431	188	2,797	878	16,228
11	Union Pacific R. R.....	1	20	-----	-----	1	20	-----	-----	-----	-----	-----	-----
12	Wabash Railway.....	171	2,725	1,466	18,929	1,637	21,654	396	4,663	1,854	39,267	2,120	34,300
	Total.....	25,908	348,377	24,378	303,649	51,246	652,026	10,332	182,139	12,208	201,670	22,560	383,809

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Poultry						Eggs						
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total		
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	
1	Atchafson, Topeka & Santa Fe Ry.....			2,102	22,806	2,102	22,806			11	2,325	36,128	2,336	36,139
2	Chicago, Burlington & Quincy R. R.....	30	656	5	30	62	656	124	1,150	5	54	129	1,204	
3	Chicago Great Western R. R.....	222	2,430	245	2,840	465	5,279	324	5,032	680	8,058	1,213	13,090	
4	Chicago, Milwaukee & St. Paul Ry.....	438	5,076	363	6,057	1,031	11,133	1,343	15,361	378	4,400	1,721	20,233	
5	Chicago & North Western Ry.....	1,331	17,700	669	6,874	2,140	24,604	1,335	15,755	944	12,095	2,279	27,850	
6	Chicago, St. Paul, Minn. & O. Ry.....	10	98	77	865	87	963	30	263	180	2,105	210	2,368	
7	Chicago, Rock Island & Pacific Ry.....	1,234	13,854			1,234	13,854	1,464	16,433			1,464	16,433	
8	Great Northern Ry.....	442	5,185	439	4,601	852	9,786	824	9,136	546	6,789	1,370	15,925	
9	Illinois Central R. R.....	234	2,276	165	2,008	399	4,314	348	3,799	194	2,380	542	6,080	
10	Minneapolis & St. Louis R. R.....													
11	Union Pacific R. R.....													
12	Wabash Railway.....	66	715	38	925	159	1,643	130	1,377	108	1,233	238	2,610	
	Total.....	4,206	48,002	4,235	47,126	8,501	95,128	6,110	69,247	5,375	63,617	11,494	132,864	

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Butter and Cheese						Wool					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.....	28	332	45	5,950	515	6,291			315	5,154	315	5,154
2	Chicago, Burlington & Quincy R. R.....	5	71			5	71	3	17			3	17
3	Chicago Great Western R. R.....	455	5,459	1,956	12,929	1,621	18,388	19	218	117	1,691	136	1,909
4	Chicago, Milwaukee & St. Paul Ry.....	915	11,651	317	3,863	1,232	15,514	35	499	170	2,892	205	3,361
5	Chicago & North Western Ry.....	1,221	15,140	690	9,307	1,912	24,447	15	196	482	8,083	497	8,279
6	Chicago, St. Paul, Minn. & O. Ry.....	59	970	198	2,451	259	3,421						
7	Chicago, Rock Island & Pacific Ry.....	591	7,056			591	7,056	22	244			22	244
8	Great Northern Ry.....	53	739			53	739						
9	Illinois Central R. R.....	713	8,462	361	4,915	1,077	13,377	1	11	71	1,253	72	1,264
10	Minneapolis & St. Louis R. R.....	73	902	485	6,871	558	7,773	1	10	5	79	6	86
11	Union Pacific R. R.....												
12	Wabash Railway.....	13	141	22	278	35	414	16	190	80	1,446	96	1,636
	Total.....	4,127	50,910	3,024	46,568	7,751	97,478	112	1,382	1,240	20,505	1,352	21,947



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 15—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hides and Leather						Other Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			305	7,880	305	7,880			429	8,917	429	8,917
2	Chicago, Burlington & Quincy R. R.	4	39			4	39	61	871	30	341	81	1,212
3	Chicago Great Western R. R.	20	375	634	14,465	654	14,840	20	296	820	20,100	840	20,405
4	Chicago, Milwaukee & St. Paul Ry.	515	11,846	306	4,540	719	16,386	407	8,566	178	4,616	585	13,172
5	Chicago & North Western Ry.	282	6,001	341	7,787	623	14,388	236	4,763	678	11,806	816	16,629
6	Chicago, St. Paul, Minn. & O. Ry.	1	22	32	744	33	766	16	313	98	2,302	114	2,665
7	Chicago, Rock Island & Pacific Ry.	89	2,162			89	2,162	565	11,395			565	11,395
8	Great Northern Ry.	17	446			17	446	2	25			2	25
9	Illinois Central R. R.	196	4,569	79	1,501	275	6,180	172	3,370	506	11,778	678	15,048
10	Minneapolis & St. Louis R. R.	19	226	14	336	34	562	28	447	113	2,469	141	2,916
11	Union Pacific R. R.												
12	Wabash Railway	2	39	292	5,764	294	5,783	7	103	106	4,710	205	4,813
	Total	1,140	26,332	1,938	45,087	3,048	69,419	1,516	30,940	2,937	67,138	4,453	97,168

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 16—TOTAL ANIMALS AND PRODUCTS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total				
		Carloads	% of total car-loads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons	
1	Atchison, Topeka & Santa Fe Ry.	230	26.87	2,562	12.80	23,900	256,720	24,130	12.02	258,282	6.97	
2	Chicago, Burlington & Quincy R. R.	8,283	39.41	78,254	15.67	116	1,302	8,401	34.73	79,556	13.41	
3	Chicago Great Western R. R.	13,091	36.43	134,473	17.32	25,996	316,195	36,089	16.78	450,668	8.67	
4	Chicago, Milwaukee & St. Paul Ry.	61,732	46.36	675,341	22.28	9,900	117,640	71,630	34.79	796,925	17.06	
5	Chicago & North Western Ry.	62,672	44.65	679,549	27.90	25,243	300,523	87,915	37.49	970,069	13.22	
6	Chicago, St. Paul, Minn. & Omaha Ry.	5,035	40.91	56,175	49.61	16,006	165,911	21,101	30.32	222,086	14.86	
7	Chicago, Rock Island & Pacific Ry.	32,608	35.89	545,000	16.10			32,608	35.89	545,000	16.10	
8	Great Northern Ry.	3,444	61.97	33,654	32.29			3,444	64.97	33,654	32.29	
9	Illinois Central R. R.	32,902	13.94	376,965	31.18	14,825	191,497	47,727	36.27	568,462	13.61	
10	Minneapolis & St. Louis R. R.	14,188	28.37	148,339	10.60	2,812	30,002	17,000	12.15	181,401	4.81	
11	Union Pacific R. R.	13	.17	135	.16			13	.17	150	.40	
12	Wabash Railway	2,973	24.37	31,792	7.88	8,113	108,024	11,086	16.16	140,416	7.62	
	Total	255,676		2,762,310		123,994	1,333,004	379,670		4,285,914		
	Per cent of grand total carload traffic		43.17		20.33				24.06		11.52	
13	Atlantic Northern Ry.			6,036			290			6,326		
14	Colfax Northern Ry.											
15	Manchester & Oneida Ry.			2,301			484			2,785		
16	Tabor & Northern Ry.			1,728			300			2,028		
	Total 13 to 16 inclusive			10,065			1,074			11,139		
	Total tons			2,772,375			1,324,678			4,297,053		
	Per cent total tons all traffic			7.087			3.808			10.895		

Note:—Atlantic Northern, Colfax Northern, Manchester &amp; Oneida and Tabor and Northern report total tons of revenue freight by classes only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—

PART 17—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			31	1,067	31	1,067			369	15,497	369	15,497
2	Chicago, Burlington & Quincy R. R.	1	35			1	35	4,115	188,347	320	12,927	4,435	201,274
3	Chicago Great Western R. R.	10	384	425	17,307	435	17,691	971	40,408	17,505	823,989	18,530	864,397
4	Chicago, Milwaukee & St. Paul Ry.	225	9,429	38	1,411	263	10,840	11,116	476,520	2,617	110,773	13,733	587,293
5	Chicago & North Western Ry.	25	1,073	917	32,308	942	33,381	2,004	94,922	19,428	807,074	21,502	902,036
6	Chicago, St. Paul, Minn. & O. Ry.	9	125	820	28,739	829	28,864	17	585	2,000	111,852	2,707	112,437
7	Chicago, Rock Island & Pacific Ry.							6,116	259,228			6,116	259,228
8	Great Northern Ry.							4	135			4	135
9	Illinois Central R. R.			171	6,310	171	6,310	83	3,113	30,806	980,409	30,979	983,522
10	Minneapolis & St. Louis R. R.			141	4,567	141	4,567	1,224	32,688	17,190	799,021	18,414	831,700
11	Union Pacific R. R.												
12	Wabash Railway			172	7,802	172	7,802	5,030	245,934	6,000	313,273	11,790	559,307
	Total	270	11,039	2,715	90,501	2,985	110,540	37,685	1,391,968	87,835	4,064,870	118,521	5,426,838

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—

PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			74	2,094	74	2,094			6	190	6	190
2	Chicago, Burlington & Quincy R. R.	3	69			3	69						
3	Chicago Great Western R. R.	3	77	427	12,841	430	12,918			9	359	9	359
4	Chicago, Milwaukee & St. Paul Ry.	16	413	146	4,114	172	4,527	9	250	23	1,010	32	1,300
5	Chicago & North Western Ry.	11	306	817	23,578	828	23,884			11	403	11	403
6	Chicago, St. Paul, Minn. & O. Ry.	1	30	200	5,656	210	5,686			18	949	18	949
7	Chicago, Rock Island & Pacific Ry.	5	131			5	131						
8	Great Northern Ry.												
9	Illinois Central R. R.	5	150	1,134	32,350	1,139	32,500			28	1,832	28	1,832
10	Minneapolis & St. Louis R. R.	3	88	330	8,692	333	8,780			23	919	23	919
11	Union Pacific R. R.												
12	Wabash Railway			465	12,808	465	12,808						
	Total	47	1,264	3,622	102,168	3,669	103,432	9	250	118	5,722	127	6,012



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base, Bullion and Matte					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.			835	36,506	835	36,506			430	21,345	430	21,345
2	Chicago, Burlington & Quincy R. R.			32	1,415	32	1,415						
3	Chicago Great Western R. R.			378	15,080	381	15,179			350	17,022	352	17,055
4	Chicago, Milwaukee & St. Paul Ry.	3	92	135	6,851	135	6,851	1	31	162	7,842	163	7,893
5	Chicago & North Western Ry.			1	25	1	25						
6	Chicago, St. Paul, Minn. & O. Ry.												
7	Chicago, Rock Island & Pacific Ry.												
8	Great Northern Ry.			241	11,608	241	11,608			3	142	3	142
9	Illinois Central R. R.			41	2,301	41	2,301						
10	Minneapolis & St. Louis R. R.	1	18										
11	Union Pacific R. R.			2	40	2	40			70	3,390	70	3,390
12	Wabash Railway												
	Total	4	110	1,065	75,976	1,069	74,096	3	84	1,064	49,730	1,067	49,804

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalpa, Topeka & Santa Fe Ry.	40	2,170	707	36,758	747	23,928			1,578	55,895	1,578	55,895
2	Chicago, Burlington & Quincy R. R.	1,005	80,553	719	34,321	2,324	114,874	2	42			2	42
3	Chicago Great Western R. R.	1,052	79,086	1,180	51,092	2,832	130,178			56	1,617	56	1,617
4	Chicago, Milwaukee & St. Paul Ry.	6,205	327,006	1,248	56,400	7,513	384,156	30	423	148	4,233	168	4,656
5	Chicago & North Western Ry.	6,677	348,046	3,079	140,096	9,756	489,012			119	3,661	119	3,661
6	Chicago, St. Paul, Minn. & O. Ry.	24	851	695	33,710	719	34,561			10	320	10	320
7	Chicago, Rock Island & Pacific Ry.	24,020	954,230			24,020	954,230						
8	Great Northern Ry.	410	24,859			410	24,859						
9	Illinois Central R. R.	3,214	145,633	1,667	70,649	4,781	216,332	1	13	13	428	14	441
10	Minneapolis & St. Louis R. R.	8,902	391,944	892	37,361	9,754	429,305						
11	Union Pacific R. R.												
12	Wabash Railway	302	16,414	706	35,143	1,007	54,557			7	219	7	219
	Total	53,071	2,371,568	10,822	489,450	63,923	2,861,018	23	478	1,900	66,343	1,923	66,321

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			137	4,889	137	4,889			658	22,781	658	22,781
2	Chicago, Burlington & Quincy R. R.	1	8			1	8	16	32			16	32
3	Chicago Great Western R. R.	4	117	675	25,447	679	25,464	9	182	1,432	45,906	1,441	45,948
4	Chicago, Milwaukee & St. Paul Ry.	2	49	14	446	16	489	73	1,084	476	13,276	549	14,900
5	Chicago & North Western Ry.			90	2,577	90	2,577	38	656	933	24,701	1,001	25,447
6	Chicago, St. Paul, Minn. & O. Ry.	1	34	300	8,706	301	8,709	2	47	997	34,342	999	34,389
7	Chicago, Rock Island & Pacific Ry.	8	159			8	159	35	588			35	588
8	Great Northern Ry.			101	3,404	101	3,404	1	7			1	7
9	Illinois Central R. R.			90	3,333	90	3,333	18	381	771	19,186	789	19,567
10	Minneapolis & St. Louis R. R.							40	737		20,838	731	30,878
11	Union Pacific R. R.												
12	Wabash Railway			16	446	16	446	37	1,133	83	2,017	130	3,150
	Total	21	447	1,324	49,307	1,345	49,654	223	5,040	6,107	180,267	6,330	183,307

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 22—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway			1,542	70,236	1,542	70,236
2	Chicago, Burlington & Quincy Railroad						
3	Chicago Great Western Railroad	1	49	50	1,081	51	1,730
4	Chicago, Milwaukee & St. Paul Railway	1	16	108	4,086	109	4,995
5	Chicago & North Western Railway	2	27	102	3,578	104	3,996
6	Chicago, St. Paul, Minneapolis & Omaha Railway			6	335	6	335
7	Chicago, Rock Island & Pacific Railway						
8	Great Northern Railway						
9	Illinois Central Railroad	17	546	67	2,897	84	3,413
10	Minneapolis & St. Louis Railroad			17	518	17	518
11	Union Pacific Railroad						
12	Wabash Railway	2	12	18	343	14	356
	Total	24	654	1,905	84,763	1,929	85,427



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE  
PART 23—TOTAL PRODUCTS OF MINES

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons
1	Atchison, Topeka & Santa Fe Ry.	40	4.67	2,170	11.45	6,306	357,308	6,426	3.21	259,408	6.06
2	Chicago, Burlington & Quincy R. R.	5,743	27.32	299,339	51.94	1,039	47,248	5,782	28.06	316,587	52.91
3	Chicago Great Western R. R.	2,650	7.37	120,303	15.67	21,851	978,744	24,501	11.39	1,099,047	21.15
4	Chicago, Milwaukee & St. Paul Ry.	17,732	13.51	816,000	27.07	5,537	328,840	23,269	11.31	1,045,440	22.47
5	Chicago & North Western Ry.	8,758	7.71	445,141	18.24	25,913	1,143,989	34,671	10.88	1,589,130	21.65
6	Chicago, St. Paul, Minn. & Omaha Ry.	54	.74	1,072	1.48	5,616	234,023	5,670	8.12	236,256	15.14
7	Chicago, Rock Island & Pacific Ry.	30,174	20.82	1,214,422	35.87			30,174	20.82	1,214,422	35.88
8	Great Northern Ry.	415	7.83	25,019	24.01			415	7.83	25,019	24.01
9	Illinois Central R. R.	3,342	5.54	149,975	12.72	38,982	1,129,310	38,925	15.70	1,279,285	30.60
10	Minneapolis & St. Louis R. R.	10,000	20.18	444,700	31.97	19,441	877,430	29,534	21.81	1,322,130	34.51
11	Union Pacific R. R.	2	.03	38	.01			2	.03	38	.01
12	Wabash Railway	5,377	44.08	203,406	65.28	8,312	378,520	13,689	19.96	642,012	34.94
	Total	81,881		3,793,942		119,107	5,385,902	306,488		9,018,884	
	Per cent of grand total carload traffic		14.35		27.02				12.91		24.25
13	Atlantic Northern Ry.						8,908			8,908	
14	Colfax Northern Ry.			18,707						18,707	
15	Manchester & Oneida Ry.						14,108			14,108	
16	Tabor & Northern Ry.						4,000			4,000	
	Total 13 to 16 inclusive			18,707			27,020			45,003	
	Total tons			3,771,709			5,308,218			9,064,927	
	Per cent total tons all traffic			9.642			13.535			23.174	

Note.—Atlantic Northern, Colfax Northern, Manchester & Oneida and Tabor and Northern report total tons of revenue freight by classes only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE  
PART 24—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Poles, Posts and Cordwood						Ties					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			112	2,465	112	2,465			4	91	4	91
2	Chicago, Burlington & Quincy R. R.	517	12,692	30	711	547	13,373	23	824	1	26	24	850
3	Chicago Great Western R. R.	72	1,688	1,092	26,404	1,165	28,092	1	10	49	1,815	50	1,825
4	Chicago, Milwaukee & St. Paul Ry.	782	21,345	222	6,033	1,004	27,378	34	800	61	1,397	95	2,297
5	Chicago & North Western Ry.	219	5,066	1,506	29,472	1,626	34,567						
6	Chicago, St. Paul, Minn. & O. Ry.	6	88	90	20,415	975	20,533			2	62	2	62
7	Chicago, Rock Island & Pacific Ry.	851	23,349			851	23,349	26	732			26	732
8	Great Northern Ry.												
9	Illinois Central R. R.	107	2,597	926	22,021	1,033	24,618	11	294	188	3,448	199	3,742
10	Minneapolis & St. Louis R. R.	81	1,831	827	20,049	908	21,880	2	75	54	1,373	56	1,448
11	Union Pacific R. R.	2	35			2	35						
12	Wabash Railway	35	1,601	317	8,706	352	10,367	1	40	361	11,324	392	11,374
	Total	2,692	70,391	5,896	136,336	8,578	206,627	96	2,805	720	19,547	818	22,412

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 25—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.							8	188	12,154	314,906	12,162	315,094
2	Chicago, Burlington & Quincy R. R.							204	2,500	18	480	222	4,980
3	Chicago Great Western R. R.			8	220	8	220	208	7,440	16,149	401,907	16,447	409,347
4	Chicago, Milwaukee & St. Paul Ry.	74	2,220	1	15	75	2,235	402	10,300	9,408	268,044	9,900	278,343
5	Chicago & North Western Ry.	4	142	21	671	25	813	220	4,984	17,009	446,532	17,229	451,516
6	Chicago, St. Paul, Minn. & O. Ry.			17	388	17	388	18	382	5,301	106,100	5,319	136,481
7	Chicago, Rock Island & Pacific Ry.							444	9,125			444	9,125
8	Great Northern Ry.							5	102			5	102
9	Illinois Central R. R.	1	20	2	35	3	55	102	3,908	13,765	353,700	13,967	357,607
10	Minneapolis & St. Louis R. R.			6	125	6	125	106	4,978	6,531	156,796	6,637	161,774
11	Union Pacific R. R.							5	118			5	118
12	Wabash Railway							30	783	3,974	99,747	4,004	100,530
	Total	79	2,361	55	1,402	134	3,863	2,088	45,488	84,419	2,158,238	86,507	2,303,736

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 26—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Other Products of Forests					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchafson, Topeka & Santa Fe Railway			147	2,508	147	2,508
2	Chicago, Burlington & Quincy Railroad	20	330			20	330
3	Chicago Great Western Railroad	23	987	126	3,450	149	4,437
4	Chicago, Milwaukee & St. Paul Railway	224	6,328	43	875	267	7,203
5	Chicago & North Western Railway	24	508	205	7,089	319	8,597
6	Chicago, St. Paul, Minneapolis & Omaha Railway			204	3,171	204	3,171
7	Chicago, Rock Island & Pacific Railway	107	2,100			107	2,100
8	Great Northern Railway						
9	Illinois Central Railroad	24	516	151	3,807	175	4,323
10	Minneapolis & St. Louis Railroad	4	59	47	994	51	1,053
11	Union Pacific Railroad	1	23			1	23
12	Wabash Railway	6	175	114	3,427	120	3,602
	Total	443	11,196	1,107	26,209	1,550	37,405



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE  
PART 27—TOTAL PRODUCTS OF FORESTS

Number	Railway Companies	Originating on Road				Received From Connecting Carriers		Total			
		Carloads	% of total car-loads origi-nating on road	Tons	% of total tons origi-nating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Ry.	8	.96	183	.97	12,417	320,019	12,425	6.19	320,202	7.48
2	Chicago, Burlington & Quincy R. R.	764	3.63	17,402	3.48	49	1,226	813	3.36	18,628	3.11
3	Chicago Great Western R. R.	404	1.12	10,125	1.32	17,425	433,805	17,829	8.29	443,930	8.54
4	Chicago, Milwaukee & St. Paul Ry.	1,000	1.21	41,101	1.36	9,825	256,300	11,431	5.55	297,401	6.20
5	Chicago & North Western Ry.	467	.41	10,780	.44	18,775	484,094	19,242	6.04	494,874	6.75
6	Chicago, St. Paul, Minn. & Omaha Ry.	24	.33	470	.42	6,453	160,146	6,477	9.28	160,616	10.74
7	Chicago, Rock Island & Pacific Ry.	1,428	.98	35,406	1.03	1,428	.98	35,406	10.46	35,406	10.46
8	Great Northern Ry.	5	.09	102	.10	5	.09	102	.10	102	.10
9	Illinois Central R. R.	335	.56	7,335	.62	15,012	383,021	15,347	8.51	390,356	9.34
10	Minneapolis & St. Louis R. R.	353	.51	6,543	.47	7,465	179,337	7,718	5.70	185,880	4.85
11	Union Pacific R. R.	8	.10	176	.06	8	.10	176	.06	176	.06
12	Wabash Railway	98	.80	2,500	.64	4,766	123,274	4,864	7.09	125,873	6.83
	Total	5,400	.91	122,231	.97	92,187	2,341,852	97,587	6.19	2,439,438	6.66
13	Atlantic Northern Ry.			10			765			784	
14	Colfax Northern Ry.						370			354	
15	Manchester & Oneida Ry.						824			828	
16	Tabor & Northern Ry.			98			403			501	
	Total 13 to 16 inclusive			117			2,247			2,364	
	Total tons			133,348			2,344,099			2,476,447	
	Per cent total tons all traffic			.338			5.902			6.330	

Note:—Atlantic Northern, Colfax Northern, Manchester & Oneida and Tabor and Northern report total tons of revenue freight by classes only.

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE  
PART 28—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2	75	47,372	1,372,992	47,375	1,373,067			352	10,742	352	10,742
2	Chicago, Burlington & Quincy R. R.	30	490	6	87	36	576	5	125			5	125
3	Chicago Great Western R. R.	40	923	25,106	716,462	25,206	717,385	35	907	1,356	35,686	1,430	36,593
4	Chicago, Milwaukee & St. Paul Ry.	194	3,200	6,882	190,542	7,076	193,742	300	3,730	477	14,906	696	17,636
5	Chicago & North Western Ry.	127	2,356	17,828	508,616	17,945	510,972	92	2,619	522	15,485	614	18,104
6	Chicago, St. Paul, Minn. & O. Ry.	30	531	14,761	398,232	14,791	398,763			137	3,217	137	3,217
7	Chicago, Rock Island & Pacific Ry.	316	6,279			316	6,279	119	2,574			119	2,574
8	Great Northern Ry.												
9	Illinois Central R. R.	84	1,358	4,614	121,296	4,698	122,654	8	168	215	5,682	223	5,850
10	Minneapolis & St. Louis R. R.	39	654	6,637	185,998	6,696	186,652	9	185	142	4,183	151	4,368
11	Union Pacific R. R.	50	844			50	844	8	145			8	145
12	Wabash Railway	3	42	2,174	50,016	2,177	50,058			300	5,718	300	5,718
	Total	908	16,758	125,450	3,551,398	126,358	3,567,990	485	9,146	3,430	95,779	3,915	104,925

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Sirup, Glucose and Molasses						Boats and Vessel Supplies					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			1,354	43,808	1,354	43,808			5	48	5	48
2	Chicago, Burlington & Quincy R. R.	48	672	53	731	101	1,403						
3	Chicago Great Western R. R.	325	8,117	1,796	55,725	2,121	63,842	2	67	1	5	3	72
4	Chicago, Milwaukee & St. Paul Ry.	2,336	63,800	2,349	59,308	4,685	144,108	6	162	1	5	7	167
5	Chicago & North Western Ry.	785	20,825	4,586	143,650	5,371	164,475	4	91	13	423	17	514
6	Chicago, St. Paul, Minn. & O. Ry.	36	635	917	33,224	943	33,859						
7	Chicago, Rock Island & Pacific Ry.	1,043	25,509			1,043	25,509						
8	Great Northern Ry.												
9	Illinois Central R. R.	407	16,093	1,574	51,978	2,071	68,071			1	6	1	6
10	Minneapolis & St. Louis R. R.	273	8,273	406	15,577	768	23,850			1	16	1	16
11	Union Pacific R. R.	1	30			1	30						
12	Wabash Railway	2	61	439	13,228	441	13,289						
	Total	5,937	144,006	13,509	434,328	19,446	578,334	12	220	22	503	34	823

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			75	3,177	75	3,177	3	106	154	5,378	157	5,684
2	Chicago, Burlington & Quincy R. R.							3	80	2	36	5	116
3	Chicago Great Western R. R.			135	628	135	628						
4	Chicago, Milwaukee & St. Paul Ry.	58	1,406	70	3,288	128	4,794	4	88	118	4,302	122	4,390
5	Chicago & North Western Ry.	11	457	141	6,400	152	6,857	23	625	32	1,300	55	1,834
6	Chicago, St. Paul, Minn. & O. Ry.			130	5,802	130	5,802	7	211	579	22,546	586	22,757
7	Chicago, Rock Island & Pacific Ry.	71	3,928			71	3,928	17	545			17	545
8	Great Northern Ry.												
9	Illinois Central R. R.							1	51			1	41
10	Minneapolis & St. Louis R. R.	20	719	421	21,312	441	22,031	2	41	166	6,178	167	6,220
11	Union Pacific R. R.			345	17,327	345	17,327			22	580	22	580
12	Wabash Railway			41	1,919	41	1,919	1	15	6	164	7	179
	Total	265	6,838	1,871	94,323	2,136	101,171	57	1,766	1,098	40,602	1,155	42,370



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe						Other Metals, Pig. Bar and Sheet					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	10	308	5,993	213,819	6,003	214,217			781	34,208	781	34,208
2	Chicago, Burlington & Quincy R. R.	41	807	35	608	76	1,505	2	36			2	36
3	Chicago Great Western R. R.	132	2,576	3,674	121,565	3,806	124,141	3	34	730	32,432	733	32,536
4	Chicago, Milwaukee & St. Paul Ry.	261	4,836	107	4,325	400	9,671	102	2,238	300	12,762	402	16,000
5	Chicago & North Western Ry.	149	3,802	1,942	62,492	2,091	66,294	17	416	488	20,107	505	20,523
6	Chicago, St. Paul, Minn. & O. Ry.	3	46	198	6,423	201	6,469			50	1,933	50	1,933
7	Chicago, Rock Island & Pacific Ry.	323	7,812			323	7,812	18	464			18	464
8	Great Northern Ry.	3	49			3	49						
9	Illinois Central R. R.	239	3,358	1,246	35,055	1,485	38,413	14	344	558	23,138	572	23,497
10	Minneapolis & St. Louis R. R.	136	3,368	1,032	32,549	1,171	35,916			180	5,538	180	5,538
11	Union Pacific R. R.												
12	Wabash Railway	113	3,657	718	20,405	831	23,182	4	80	190	7,779	194	7,859
	Total	1,365	29,709	15,016	407,792	16,381	357,501	160	3,617	3,402	139,422	3,662	143,000

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2	33	1,952	37,894	1,954	37,997	8	314	408	14,537	416	14,871
2	Chicago, Burlington & Quincy R. R.	56	945	12	159	68	804	438	15,068	153	5,048	591	20,106
3	Chicago Great Western R. R.	98	1,435	1,067	29,073	1,165	21,508	3,100	111,448	609	20,032	3,709	131,489
4	Chicago, Milwaukee & St. Paul Ry.	414	7,236	235	3,598	649	10,834	3,108	193,488	1,245	44,702	4,353	238,190
5	Chicago & North Western Ry.	174	2,989	1,863	38,083	2,037	41,072	4,722	165,735	1,254	39,878	5,976	205,614
6	Chicago, St. Paul, Minn. & O. Ry.	8	111	91	1,069	99	1,179	3	62	650	21,338	653	21,450
7	Chicago, Rock Island & Pacific Ry.	1,015	16,486			1,015	16,486	5,275	189,305			5,256	189,305
8	Great Northern Ry.	3	34			3	34						
9	Illinois Central R. R.	249	3,382	1,715	39,542	1,964	34,224	41	1,176	1,494	51,344	1,535	52,520
10	Minneapolis & St. Louis R. R.	86	1,235	613	9,381	699	10,616	4,615	164,036	334	11,577	4,949	175,613
11	Union Pacific R. R.	10	136			10	136						
12	Wabash Railway	10	143	243	4,177	253	4,320	30	1,067	1,174	35,797	1,200	36,864
	Total	2,124	34,106	7,722	146,435	9,816	179,746	23,322	841,673	7,318	244,333	30,646	1,066,908

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bricks and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.			344	11,422	344	11,422			451	14,060	451	14,060
2	Chicago, Burlington & Quincy R. R.							921	117			145	2,649
3	Chicago Great Western R. R.	1,107	32,060	1,027	31,635	2,132	64,586	2,101	61,923	516	11,881	2,617	73,804
4	Chicago, Milwaukee & St. Paul Ry.	4,330	131,081	1,106	31,491	5,442	162,572	322	8,032	2,463	76,769	2,785	84,798
5	Chicago & North Western Ry.	1,000	61,452	1,278	39,614	2,275	103,066	121	4,062	4,427	140,379	4,548	145,341
6	Chicago, St. Paul, Minn. & O. Ry.	213	7,003	117	3,009	330	10,702	1	20	169	4,358	169	4,311
7	Chicago, Rock Island & Pacific Ry.	1,306	40,006			1,306	40,006	392	4,311			392	4,311
8	Great Northern Ry.	74	2,561			74	2,561	4	64			4	64
9	Illinois Central R. R.	729	21,788	608	18,380	1,218	37,077	2,798	49,195	224	5,900	3,022	75,098
10	Minneapolis & St. Louis R. R.	2,154	65,839	1,058	34,171	3,212	100,000	1,871	51,795	1,079	27,307	2,950	79,102
11	Union Pacific R. R.												
12	Wabash Railway	112	3,108	906	30,780	1,018	33,946			300	9,533	300	9,533
	Total	12,500	382,555	6,635	206,474	19,204	589,029	7,465	201,235	9,885	291,171	17,351	492,397

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafalaya, Topeka & Santa Fe Ry.			19	301	19	301	28	469	1,432	20,350	1,460	20,849
2	Chicago, Burlington & Quincy R. R.	318	6,281	128	2,270	446	8,554	116	1,275	22	250	138	1,525
3	Chicago Great Western R. R.	1,065	34,319	497	12,259	2,464	46,578	444	4,958	1,534	21,127	1,978	26,085
4	Chicago, Milwaukee & St. Paul Ry.	1,016	21,303	618	19,538	1,634	31,841	287	7,941	2,242	1,525	339	11,496
5	Chicago & North Western Ry.	1,537	27,613	1,604	39,573	3,041	58,186	368	5,881	2,469	34,017	2,837	39,898
6	Chicago, St. Paul, Minn. & O. Ry.	34	649	74	1,790	108	2,379	105	1,175	323	3,100	323	4,335
7	Chicago, Rock Island & Pacific Ry.	1,950	30,306			1,950	30,306	1,036	14,000			1,036	14,000
8	Great Northern Ry.							3	31			3	31
9	Illinois Central R. R.	1,144	21,767	608	12,234	1,812	34,001	232	2,661	977	13,051	1,199	15,715
10	Minneapolis & St. Louis R. R.	1,500	27,175	462	8,581	1,968	35,756	91	1,015	785	10,421	877	11,438
11	Union Pacific R. R.							107	1,500			107	1,500
12	Wabash Railway	30	427	95	1,805	115	2,332	181	2,402	302	3,825	483	6,518
	Total	9,408	178,837	4,065	80,374	13,563	259,211	3,276	43,815	8,039	109,726	11,305	153,341



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second-hand Furniture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.			15,131	38,006	15,131	38,006	7	9	384	6,230	391	6,301
2	Chicago, Burlington & Quincy R. R.	330	3,017			330	3,017	381	3,630	94	979	405	4,000
3	Chicago Great Western R. R.	718	4,406	15,435	94,975	14,144	99,381	331	3,415	509	6,022	840	9,937
4	Chicago, Milwaukee & St. Paul Ry.	1,389	13,942	449	3,106	1,838	16,148	314	3,348	153	1,004	467	5,042
5	Chicago & North Western Ry.	832	5,632	11,256	73,510	12,127	79,342	701	8,058	1,131	12,236	1,832	20,584
6	Chicago, St. Paul, Minn. & O. Ry.	3	39	310	2,079	313	2,118	66	754	278	2,806	343	3,617
7	Chicago, Rock Island & Pacific Ry.	1,689	11,098			1,689	11,098	1,307	12,296			1,307	12,296
8	Great Northern Ry.							37	416			37	416
9	Illinois Central R. R.	29	252	7,697	98,508	7,726	98,560	398	2,701	235	2,474	503	5,207
10	Minneapolis & St. Louis R. R.	400	2,854	1,406	14,743	1,936	17,697	305	2,509	372	2,900	537	5,580
11	Union Pacific R. R.	1	5			1	5	7	72			7	72
12	Wabash Railway	348	2,022	2,013	12,930	2,361	14,962	96	702	118	1,125	181	1,827
	Total	5,989	42,367	49,787	338,046	55,776	400,413	3,691	33,132	3,439	37,136	7,150	75,368

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchafson, Topeka & Santa Fe Ry.	11	96	1,353	14,354	1,364	14,450			209	5,806	209	5,806
2	Chicago, Burlington & Quincy R. R.	78	555			78	555						
3	Chicago Great Western R. R.	81	740	409	4,563	550	5,303	9	102	448	8,142	457	8,244
4	Chicago, Milwaukee & St. Paul Ry.	337	5,449	230	2,006	825	8,515	200	10,842	105	2,094	404	12,950
5	Chicago & North Western Ry.	120	1,290	1,963	23,149	2,083	24,439	7	109	301	7,441	308	7,610
6	Chicago, St. Paul, Minn. & O. Ry.	2	17	41	378	43	395			174	2,020	174	2,020
7	Chicago, Rock Island & Pacific Ry.	627	5,705			627	5,705	13	185			13	185
8	Great Northern Ry.												
9	Illinois Central R. R.	22	207	409	4,917	491	5,184	13	161	165	3,146	178	3,389
10	Minneapolis & St. Louis R. R.	1	7	301	1,742	302	1,749	4	54	130	3,454	134	3,568
11	Union Pacific R. R.												
12	Wabash Railway	1	10	136	1,291	137	1,301			181	3,180	181	3,180
	Total	1,487	14,226	4,922	53,460	6,409	67,686	346	11,548	1,922	36,283	2,268	47,831

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 37—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.	60	2,033	2	40	71	2,073			136	3,946	136	3,946
2	Chicago, Burlington & Quincy R. R.	97	2,321			97	2,321	78	3,318	39	1,322	107	4,640
3	Chicago Great Western R. R.	219	6,010	8	279	227	6,308	154	2,506	264	5,742	538	11,348
4	Chicago, Milwaukee & St. Paul Ry.	506	13,129	56	1,009	556	14,188	288	5,024	86	1,549	374	6,573
5	Chicago & North Western Ry.	531	17,075	99	3,102	633	20,177	38	1,253	267	4,741	305	5,994
6	Chicago, St. Paul, Minn. & O. Ry.	3	104	59	2,030	62	2,154	107	1,946	114	3,430	217	5,385
7	Chicago, Rock Island & Pacific Ry.	502	15,086			502	15,086	383	6,912			383	6,912
8	Great Northern Ry.	3	105			3	105	46	811			46	811
9	Illinois Central R. R.	294	6,714	32	367	266	7,651	90	5,797			266	7,651
10	Minneapolis & St. Louis R. R.	33	903	82	2,601	115	3,594	92	1,321	263	5,237	355	6,776
11	Union Pacific R. R.	237	7,358			237	7,358						
12	Wabash Railway	2	54	8	216	10	270	7	120	240	5,900	256	6,119
	Total	2,550	70,901	340	10,374	2,890	81,275	1,509	29,208	1,708	42,274	3,267	71,542

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

PART 38—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			876	21,315	876	21,315	9	186	994	30,229	1,003	30,415
2	Chicago, Burlington & Quincy R. R.	5	58			5	68	123	1,712			123	1,712
3	Chicago Great Western R. R.	5	107	1,406	36,144	1,411	36,251	9	146			9	146
4	Chicago, Milwaukee & St. Paul Ry.	5	122	13	288	18	410	11	106	154	3,738	165	3,983
5	Chicago & North Western Ry.	4	84	922	23,033	966	23,752	26	407	1,069	33,566	1,113	33,066
6	Chicago, St. Paul, Minn. & O. Ry.	1	20	471	11,738	472	11,758	1	15	192	5,797	193	5,812
7	Chicago, Rock Island & Pacific Ry.	14	244			14	244	205	5,303			205	5,303
8	Great Northern Ry.	2	24			2	24						
9	Illinois Central R. R.	10	450	677	14,071	686	15,121	21	412			21	412
10	Minneapolis & St. Louis R. R.	5	52	1,052	27,502	1,056	27,554	9	118	488	13,829	497	13,460
11	Union Pacific R. R.			10	11,951	10	11,951						
12	Wabash Railway	1	10	426	147,272	427	148,448	1	18	272	8,007	273	8,065
	Total	50	1,176	5,836	147,272	5,875	148,448	475	8,412	4,825	140,715	5,300	149,127



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 39—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All Canned Food Products)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons	Car-loads	Tons
1	Atchison, Topeka & Santa Fe Ry.			32	882	32	882			1,550	42,674	1,550	42,674
2	Chicago, Burlington & Quincy R. R.							47	669	9	135	56	794
3	Chicago Great Western R. R.			284	3,520	284	3,520	468	11,141	1,209	36,028	1,757	47,169
4	Chicago, Milwaukee & St. Paul Ry.	1	30			1	30	342	7,912	882	25,418	1,174	33,330
5	Chicago & North Western Ry.			98	1,617	98	1,617	249	5,644	2,630	58,417	2,209	64,061
6	Chicago, St. Paul, Minn. & Omaha Ry.			6	187	6	187	35	666	325	13,606	500	14,169
7	Chicago, Rock Island & Pacific Ry.							1,372	28,887			1,372	28,887
8	Great Northern Ry.							8	143			8	143
9	Illinois Central R. R.	12	180	344	7,237	356	7,420	245	5,590	739	21,322	975	26,892
10	Minneapolis & St. Louis R. R.			80	1,734	89	1,734			603	15,420	1,494	35,241
11	Union Pacific R. R.			30	538	30	538	5	45			2	45
12	Wabash Railway							80	449		11,698	454	11,784
	Total	13	300	903	15,715	916	15,918	3,604	80,544	8,007	224,021	11,611	305,165

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 40—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Other Manufacturers and Miscellaneous					
		Originating on Road		Received From Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway						
2	Chicago, Burlington & Quincy Railroad	413	9,883	11,957	231,923	12,370	240,996
3	Chicago Great Western Railroad	963	14,814	157	2,754	1,120	17,568
4	Chicago, Milwaukee & St. Paul Railway	3,158	32,718	14,366	271,732	17,524	234,450
5	Chicago & North Western Railway	7,177	137,430	3,215	69,057	10,392	206,507
6	Chicago, St. Paul, Minneapolis & Omaha Railway	3,383	70,342	16,401	311,977	20,284	381,419
7	Chicago, Rock Island & Pacific Railway	306	5,027			2,756	37,107
8	Great Northern Railway	9,493	193,398			59,980	160,398
9	Illinois Central Railroad	87	2,246			9,463	2,246
10	Minneapolis & St. Louis Railroad	3,057	54,110	8,203	156,929	11,270	211,039
11	Union Pacific Railroad	1,430	31,385	6,132	113,789	7,562	148,166
12	Wabash Railway	100	6,049			100	6,049
	Total	233	4,230	4,567	89,968	4,802	94,248
		39,283	551,683	67,513	1,398,300	97,796	1,850,673

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 41—TOTAL MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads originating on road	Tons	% of total tons originating on road	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons carload traffic
1	Atchison, Topeka & Santa Fe Ry.	563	65.77	15,681	72.22	91,506	2,227,591	92,159	45.90	2,243,272	92.34
2	Chicago, Burlington & Quincy R. R.	3,889	18.50	71,300	14.28	1,122	24,500	5,011	20.73	95,800	16.03
3	Chicago, Great Western R. R.	11,309	49.32	340,940	44.42	77,403	1,612,777	87,022	40.40	1,953,717	37.59
4	Chicago, Milwaukee & St. Paul Ry.	25,799	19.37	644,834	21.37	21,651	590,624	47,453	23.04	1,235,458	26.56
5	Chicago & North Western Ry.	16,541	14.56	411,307	16.90	74,505	1,654,811	91,046	28.56	2,009,178	28.16
6	Chicago, St. Paul, Minn. & Omaha Ry.	664	12.89	18,840	16.66	22,167	579,178	23,101	33.10	598,018	40.01
7	Chicago, Rock Island & Pacific Ry.	28,238	19.49	596,581	17.62	—	—	28,238	19.49	596,581	17.62
8	Great Northern Ry.	374	5.17	6,623	6.55	—	—	374	5.17	6,623	6.55
9	Illinois Central R. R.	10,249	16.98	218,805	18.57	38,802	739,839	44,111	24.46	949,716	22.72
10	Minneapolis & St. Louis R. R.	14,691	28.09	385,822	27.74	34,642	564,225	38,043	28.69	650,087	24.80
11	Union Pacific R. R.	622	8.13	16,274	5.77	—	—	622	8.13	16,274	5.76
12	Wabash Railway	1,149	9.42	17,665	4.88	15,355	341,258	16,504	24.05	338,923	19.49
	Total	116,818	19.72	2,742,901	27.62	356,766	8,332,876	473,584	30.94	11,095,740	29.70
13	Atlantic Northern Ry.	—	—	66	—	—	1,034	—	—	2,000	—
14	Colfax Northern Ry.	—	—	67	—	—	10	—	—	77	—
15	Manchester & Oneida Ry.	—	—	261	—	—	2,500	—	—	2,769	—
16	Tabor & Northern Ry.	—	—	31	—	—	2,016	—	—	2,047	—
	Total 13 to 16 inclusive	—	—	425	—	—	6,465	—	—	6,800	—
	Total tons	—	—	2,743,289	—	—	8,332,341	—	—	11,075,609	—
	Per cent total tons all traffic	—	—	79.13	—	—	21.301	—	—	28.314	—

TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE

## PART 42—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	% of total carloads	Tons	% of total tons carload traffic	Carloads	Per cent	Tons	Per cent
1	Atchison, Topeka & Santa Fe Ry.	856	43	18,944	44	199,917	90.57	4,263,035	90.56	200,773	100	4,281,979	100
2	Chicago, Burlington & Quincy R. R.	21,022	86.96	499,259	83.45	3,151	13.04	99,021	16.35	24,173	100	508,232	100
3	Chicago, Great Western R. R.	35,633	16.71	767,485	14.77	179,131	88.29	4,429,199	87.25	215,004	100	5,106,684	100
4	Chicago, Milwaukee & St. Paul Ry.	133,180	64.0	3,017,004	64.83	77,556	35.33	1,634,913	35.15	210,736	100	4,651,919	100
5	Chicago & North Western Ry.	113,506	35.61	2,427,438	33.07	206,133	61.36	4,971,897	63.96	318,739	100	7,399,267	100
6	Chicago, St. Paul, Minn. & Omaha Ry.	7,245	10.38	113,101	7.37	62,565	89.62	1,381,078	92.43	69,800	100	1,494,779	100
7	Chicago, Rock Island & Pacific Ry.	144,808	100	3,385,261	100	—	—	—	—	144,808	100	3,385,261	100
8	Great Northern Ry.	5,301	100	104,214	100	—	—	—	—	5,301	100	104,214	100
9	Illinois Central R. R.	60,567	38.47	1,178,878	28.29	129,001	65.53	3,091,108	71.80	180,398	100	4,169,912	100
10	Minneapolis & St. Louis R. R.	50,077	35.93	1,301,006	36.31	85,415	63.07	2,440,116	63.09	135,422	100	3,801,242	100
11	Union Pacific R. R.	7,650	100	282,430	100	—	—	—	—	7,650	100	282,430	100
12	Wabash Railway	12,108	17.78	433,638	21.91	56,414	82.92	1,438,877	78.00	68,612	100	1,812,735	100
	Total	399,353	37.56	13,588,825	36.54	984,473	65.44	21,559,846	63.46	1,576,726	100	37,188,671	100
13	Atlantic Northern Ry.	—	—	6,775	—	—	—	12,335	—	—	—	19,111	—
14	Colfax Northern Ry.	—	—	18,834	—	—	—	235	—	—	—	19,150	—
15	Manchester & Oneida Ry.	—	—	2,896	—	—	—	20,079	—	—	—	21,841	—
16	Tabor & Northern Ry.	—	—	5,872	—	—	—	6,767	—	—	—	12,639	—
	Total 13 to 16 inclusive	—	—	31,287	—	—	—	39,464	—	—	—	73,751	—
	Total tons	—	—	13,623,112	—	—	—	21,659,319	—	—	—	37,392,427	—
	Per cent of grand total tons all traffic	—	—	31.831	—	—	—	90.43	—	—	—	96.26	—



TABLE 11A—REVENUE FREIGHT CARRIED DURING YEAR—CARLOADS AND TONS OF 2,000 POUNDS—  
WITHIN THE STATE  
PART 43—ALL L. C. L. FREIGHT TONS—AND GRAND TOTAL TONS CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	All L. C. L.—Tons						Grand Total Carload and L. C. L. Traffic—Tons					
		Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Total	% of total tons all traffic	Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Total	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry.	2,406	11.23	292,718	5.80	295,124	5.83	21,350	.47	4,325,753	99.53	4,347,103	100
2	Chicago, Burlington & Quincy R. R.	90,222	13.32	17,913	15.32	108,234	15.32	59,021	83.45	116,933	16.55	225,157	100
3	Chicago, Great Western R. R.	98,151	8.16	116,197	2.56	214,348	3.43	8,560	15.13	4,453,200	84.47	4,461,760	100
4	Chicago, Milwaukee & St. Paul Ry.	221,719	6.85	31,113	1.87	252,832	5.15	3,730	96.03	1,006,027	33.97	1,009,757	100
5	Chicago & North Western Ry.	111,775	4.49	235,943	4.40	347,718	4.40	2,331,161	33.07	3,137,750	66.93	5,468,911	100
6	Chicago, St. Paul, Minn. & Omaha Ry.	33,448	22.82	38,944	2.08	72,392	4.56	145,540	9.36	1,419,722	90.64	1,565,112	100
7	Chicago, Rock Island & Pacific Ry.	27,232	7.06	207,232	7.06	234,464	7.06	3,624	100	—	—	3,624	100
8	Great Northern Ry.	9,409	8.28	—	—	9,409	8.28	113,623	100	—	—	113,623	100
9	Illinois Central R. R.	97,246	7.62	96,973	3.13	194,219	4.44	1,226,121	29.17	3,098,141	70.83	4,324,262	100
10	Minneapolis & St. Louis R. R.	59,551	4.11	49,440	1.39	108,991	2.77	1,470,72	33.82	2,489,789	63.18	3,560,511	100
11	Union Pacific R. R.	3,189	1.12	—	—	3,189	1.12	285,610	100	—	—	285,610	100
12	Wabash Railway	12,156	2.33	45,718	3.08	57,874	3.05	419,831	21.88	1,484,593	78.12	1,904,424	100
	Total	909,638	6.64	884,032	3.61	1,793,670	4.74	11,575,478	37.28	24,483,808	62.72	36,059,286	100
13	Atlantic Northern Ry.	93	—	1,018	—	1,054	—	7,711	—	13,354	—	21,065	—
14	Colfax Northern Ry.	6	—	—	—	6	—	3,806	—	325	—	4,131	—
15	Manchester & Oneida Ry.	379	—	—	—	379	—	3,183	—	29,363	—	32,542	—
16	Tabor & Northern Ry.	91	—	330	—	421	—	5,997	—	7,600	—	13,597	—
	Total 13 to 16 inclusive	1,412	—	2,414	—	3,826	—	33,693	—	41,878	—	75,571	—
	Grand total tons all traffic	911,050	—	886,446	—	1,797,496	—	11,609,171	—	24,525,686	—	36,134,857	—
	Per cent of grand total tons all traffic	2.47	—	2.27	—	4.74	—	37.31	—	62.70	—	100	—

Note—Atlantic Northern, Colfax Northern, Manchester & Oneida, and Tabor & Northern report total tons revenue freight by classes only.  
\*C. M. & St. P. revenue freight received from connecting carriers includes only the revenue freight received from connecting carriers whose junctions are within Iowa.  
†Does not include 1,311,506 tons of C. & N. W. Ry. trans-state traffic.

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT  
PART 1—LOCOMOTIVES AND FREIGHT TRAIN CARS

Number	Railway Companies	Steam Locomotives						Freight Train Cars					
		Number of Units		Units Available for Service at Close of Year				Number of Units		Units Available for Service at Close of Year			
		Available for service at beginning of year	Installed during year	Retired from service during year	Total number	Number fully oiled	Number held under equipment trust	Number held under lease from a railway company	Number held under other forms of title	Available for service at beginning of year	Installed during year	Retired from service during year	Box cars
1	Atchison, Topeka & Santa Fe Ry.	1,912	7	79	1,940	800	—	—	945	82,818	2,083	1,324	36,840
2	Chicago, Burlington & Quincy R. R.	1,406	18	6	1,428	1,022	45	—	4	79,338	5,034	4,981	31,455
3	Chicago, Great Western R. R.	274	91	275	291	15	19	—	—	9,013	178	6,720	734
4	Chicago, Milwaukee & St. Paul Ry.	2,168	51	21	2,248	1,778	309	70	—	71,777	8,034	38,791	5,954
5	Chicago & North Western Ry.	2,114	51	74	2,240	1,613	427	—	—	63,500	2,294	37,257	3,602
6	C. M. & St. P. Ry.	320	—	3	323	354	53	—	—	72,121	190	408	8,482
7	Chicago, Rock Island & Pacific Ry.	1,357	37	61	1,550	406	373	308	473	17,353	2,761	2,222	32,529
8	St. P. & K. C. Short Line R. R.	—	—	—	—	—	—	—	—	—	—	—	—
9	Colfax Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—
10	Thos. W. Griggs R. R. Property	—	—	—	—	—	—	—	—	—	—	—	—
11	Colfax Consolidated Coal Co.	—	—	—	—	—	—	—	—	—	—	—	—
12	Davenport, R. I. & N. W. Ry.	—	—	—	—	—	—	—	—	—	—	—	—
13	Great Northern Ry.	1,921	42	82	1,981	1,976	95	2	8	4,131	4,021	6,659	39,718
14	Illinois Central R. R.	1,767	35	16	1,776	1,391	285	—	—	61,000	6,220	9,063	24,435
15	Dubuque & Sioux City R. R.	—	—	—	—	—	—	—	—	—	—	—	—
16	Manchester & Oneida Ry.	—	—	—	—	—	—	—	—	—	—	—	—
17	Minneapolis & St. Louis R. R.	211	—	—	211	100	15	—	—	7,425	1	265	4,902
18	Tabor & Northern Ry.	—	—	—	—	—	—	—	—	—	—	—	—
19	Union Pacific R. R.	67	—	—	67	764	155	—	—	31,555	1,092	115	75,761
20	Wabash Railway	645	72	15	682	515	120	—	—	33,424	1,581	994	15,768
	Total	15,731	358	472	15,700	11,408	1,063	301	1,477	519,777	51,044	34,419	383,704

\*Includes 1 passenger motor car.  
†23-ton gasoline locomotive.  
‡1 purchased, 22 returned by lessee, and one reclassified.  
§25 vacated, 2 sold, 2 reclassified, and 20 leased.  
||1,031 purchased, 1 built.  
¶77 vacated, 4 sold, 73 reclassified and 1 rebuilt.

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT  
PART 2—FREIGHT TRAIN CARS—Continued

Number	Railway Companies	Units Available for Service at Close of Year												
		Caboose cars	Other freight train cars	Total freight train cars	Number				Steel Cars		Steel Underframe		Cars of Other Construction	
					Fully owned	Held under equip- ment trust	Under lease from a railway company	Held under other forms of title	Number	Aggregate capacity —tons	Number	Aggregate capacity —tons	Number	Aggregate capacity —tons
1	Atchafalpa, Topeka & Santa Fe Ry.	913	506	83,347	25,613			57,734	1	40	52,733	2,138,745	30,612	991,097
2	Atlantic Northern Ry.													
3	Chicago, Burlington & Quincy R. R.	771	7	70,501	68,897	1,500		104	21,811	1,089,490	16,783	686,100	31,907	1,199,500
4	Chicago Great Western R. R.	125		9,465	7,793	800	871	1	905	45,250	3,586	143,440	4,974	145,006
5	Mason City & Ft. D. R. R.													
6	Chicago, Milwaukee & St. P. Ry.	585	1,885	76,654	43,656	24,548	6,246	2,214	1,608	80,740	32,808	2,246,120	22,128	865,213
7	Chicago & North Western Ry.	100	6,016	69,903	47,669	32,390			5,755	287,700	40,390	1,741,985	24,014	864,614
8	C. St. P., M. & O. Ry.	187		12,151	10,632	1,323					5,286	221,250	6,889	234,420
9	Chicago, Rock Island & Pacific Ry.	678		47,795	13,616	14,644	7,324	12,211	1,509	75,450	29,290	1,395,480	16,906	561,340
10	St. P. & K. C. Short Line R. R.													
11	Colfax Northern Ry.	1						5					5	
12	Thos. W. Griggs R. R. Property													
13	Colfax Consolidated Coal Co.													
14	Davenport, R. I. & N. W. Ry.													
15	Great Northern Ry.	737			40	40				27	1,200		13	500
16	Illinois Central R. R.	973	11,774	52,122	39,302	10,132	318	2,370	9,379	548,415	9,947	428,540	32,706	1,256,320
17	Dubuque & Sioux City R. R.			65,761	41,184	24,849		798	4,734	236,600	43,963	1,919,950	18,004	695,900
18	Manchester & Oueda Ry.													
19	Minneapolis & St. Louis R. R.	11	41	7,101	4,653	2,568			100	5,000	1,420	58,310	45,641	196,180
20	Tabor & Northern Ry.													
21	Union Pacific R. R.	573	2,036	30,402	23,371	7,031			9,218	450,520	29,835	985,610	349	750
22	Wabash Railway	365		24,011	12,231	9,872		1,908	2,846	146,750	14,647	615,620	6,518	216,100
	Total.....	7,341	22,238	550,400	338,669	119,707	14,764	77,270	57,693	2,967,215	291,328	12,481,450	200,919	7,236,108

\*Not classified as to construction.

\*Includes 110 caboose cars not classified as to construction.

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT  
PART 3—PASSENGER TRAIN CARS

Number	Railway Companies	Units Available for Service at Close of Year														
		No. of Units			Number											
		Available for service at beginning of year	Installed during year	Retired from service during year	Coaches	Combination passenger cars	Other combination cars	Parlor cars	Sleeping cars	Dining cars	Baggage and express cars	Postal cars	Other passenger train cars	Total passenger train cars	Fully owned	Held under equipment trust
1	Atchafalpa, Topeka & Santa Fe Ry.	1,519	82	106	794	56	119	15		46	443	34		1,498	408	
2	Atlantic Northern Ry.	1												1	1	
3	Chicago, Burlington & Quincy R. R.	1,368	6	18	690	151	114	14		49	205	26	27	1,386	1,382	
4	Chicago Great Western R. R.	201			80	31	13	14		6	58	3		203	193	
5	Mason City & Ft. D. R. R.															
6	Chicago, Milwaukee & St. P. Ry.	2,282	51	21	1,116	184	109	40		25	339	38	431	2,312	1,863	419
7	Chicago & North Western Ry.	39	1	4	181	31	21	12		7	67	9		331	331	
8	C. St. P., M. & O. Ry.	1,122	11	62	509	103	119	10		40	172	41		1,070	493	273
9	Chicago, Rock Island & Pacific Ry.															
10	St. P. & K. C. Short Line R. R.															
11	Colfax Northern Ry.													6		
12	Thos. W. Griggs R. R. Property															
13	Colfax Consolidated Coal Co.															
14	Davenport, R. I. & N. W. Ry.															
15	Great Northern Ry.	1,516	209	22	876	52	89	21	2	44	226	51	539	1,800	1,401	885
16	Illinois Central R. R.															
17	Dubuque & Sioux City R. R.															
18	Manchester & Oueda Ry.															
19	Minneapolis & St. Louis R. R.	18			3	61	12				35	2	15	128	128	
20	Tabor & Northern Ry.													3	3	
21	Union Pacific R. R.	79	42	27	49	27	69	38	1	67	208	49	23	753	503	157
22	Wabash Railway	2	19	176	54	21	6			20	83	18		378	299	19
	Total.....	12,700	577	351	1,843	925	869	198	203	410	2,671	339	1,054	12,677	9,751	1,114

\*Coaches, combination passenger cars and parlor cars.

\*Includes sleeping cars.

\*b1 purchased, 10 reclassified, 20 returned from lessee, and 2 leased.

\*c9 vacated, 1 sold, 10 reclassified, 15 leased, and 5 returned to lessee.

\*Not classified as to title.

\*Not classified as to construction.



TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT  
PART 4—COMPANY SERVICE EQUIPMENT

Number	Railway Companies	Units Available for Service at Close of Year													All Classes of Cars in Service			
		Available for service beginning of year	No. of Units		Officers and pay cars	Ballast cars	Derrick cars	Steam shovels	Wrecking cars	Other company service cars	Total company service cars	Number				Available for service at begin ning of year	Installed during year	Retired from service during year
			Installed during year	Retired from service during year								Fully owned	Held under equipment lease	Held under lease from a railway company	Held under other forms of title			
1	Atchafalaya, Topeka & Santa Fe Ry.	4,81	183	222	52	400	50	14	2	4,338	4,836	4,435			421	89,232	2,345	1,879
2	Atlantic Northern Ry.															3		
3	Chicago, Burlington & Quincy R. R.	1,99	107	40	30	1,762	25	17	31	2,573	4,427	4,423			4	76,486	5,237	5,400
4	Chicago Great Western R. R.	515		9	5	10	8	3	12	476	504	480		24		10,313	4	183
5	Mason City & Ft. D. R. R.																	
6	Chicago, Milwaukee & St. P. Ry.	4,322	312	339	28	12	50	19		4,015	4,125	3,981		144		79,497	8,364	6,588
7	Chicago & North Western Ry.	3,616	30	149	19	1,301	22	21	28	5,052	3,497	3,157	349			74,800	3,286	2,974
8	C. St. P., M. & O. Ry.	620	4	44	2	100		2	30	446	280	280				15,378	304	516
9	Chicago, Rock Island & Pacific Ry.	3,712	487	287	22	2,288	38	8	135	1,481	3,973	1,413	795	292	1,473	66,449	3,305	2,871
10	St. P. & K. C. Short Line R. R.																	
11	Colfax Northern Ry.															11		
12	Thos. W. Griggs R. R. Property																	
13	Colfax Consolidated Coal Co.																	
14	Davenport, R. I. & N. W. Ry.															46		6
15	Great Northern Ry.	2,121	452	654	21		51	17	67	1,793	1,922	1,730	185		13	57,344	5,431	7,020
16	Illinois Central R. R.	2,300	137	191	17	87	9	6	15	2,192	2,330	2,276	50			73,681	6,012	9,278
17	Dubuque & Sioux City R. R.																	
18	Manchester & Oquida Ry.																	
19	Minneapolis & St. Louis R. R.	271	46	11	3	42	3	1		393	312	312				7,833	47	379
20	Tabor & Northern Ry.																	
21	Union Pacific R. R.	2,373	918	1139	19	325	8	3	18	2,045	2,412	2,300	7	36		32,651	1,353	107
22	Wabash Railway	790	72	38	7	18	15	3	72	712	827	800			18	24,580	1,072	1,001
	Total	39,38	2,118	2,740	228	6,405	276	114	384	225,354	229,761	225,005	1,381	496	1,020	592,230	47,723	37,469

\*Includes a total of 365 units other than cars.

\*\*28 purchased, 81 reclassified, 12 built, 40 returned from lessee, and 19 leased.

\*\*\*28 vacated, 4 reclassified, 33 leased, and 4 returned to lessor.

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT  
PART 5—COMPANY SERVICE EQUIPMENT—Continued—AND FLOATING EQUIPMENT AND EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT

Number	Railway Companies	A) Classes of Cars in Service—Cont'd					Floating Equipment					Equipment Owned or Leased, Not in Service of Respondent					
		Total number	Units available for Service at Close of Year				Units Available for Service at Close of Year					Cars					
			Number				Steam and tug boats	Large, car floats and canal boats	Other floating equipment	Total floating equipment	Number fully owned	Locomotives	Passenger train	Freight train	Company service	Floating equipment	Total
			Fully owned	Held under equipment trust	Held under lease from a railway company	Held under other forms of title											
1	Atchafalaya, Topeka & Santa Fe Ry.	89,701	30,546				50,153	6	4		10	10	153				
2	Atlantic Northern Ry.																
3	Chicago, Burlington & Quincy R. R.	76,314	74,792	1,506			112	1			1	1					
4	Chicago Great Western R. R.	10,132	8,422	800	904												
5	Mason City & Ft. D. R. R.																
6	Chicago, Milwaukee & St. P. Ry.	62,117	8,001	24,548	6,447		2,214	1	8		9	9	5				
7	Chicago & North Western Ry.	22,718	32,719	23,056													
8	C. St. P., M. & O. Ry.	12,600	11,545	1,025													
9	Chicago, Rock Island & Pacific Ry.	11,813	10,321	15,712	7,734		10,873										
10	St. P. & K. C. Short Line R. R.																
11	Colfax Northern Ry.	11					*11										
12	Thos. W. Griggs R. R. Property																
13	Colfax Consolidated Coal Co.																
14	Davenport, R. I. & N. W. Ry.	27,332	41,006	19,381	319		2,330						9	1,141			1,141
15	Great Northern Ry.	7,710	4,832	25,385			728	1	7	4	12	12	10				
16	Illinois Central R. R.																
17	Dubuque & Sioux City R. R.																
18	Manchester & Oquida Ry.																
19	Minneapolis & St. Louis R. R.	7,641	5,006	2,706													
20	Tabor & Northern Ry.																
21	Union Pacific R. R.	21,297	36,333	7,100	35		1,980				3	3	1		71		100
22	Wabash Railway																
	Total	302,481	374,046	122,502	15,443		89,460	12	16	4	33	33	280	1,181	5	71	1,257

\*Not classified as to title.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE  
PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track						Mileage Operated—All Tracks									
		Line Owned		Line				Miles of									
		Main line	Branch lines	Of proprietary companies	Operated under lease	Operated under contract	Operated under trackage rights	Total mileage operated—single track	First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard track and sidings, etc.	Total mileage operated—all tracks	Changes during year—all tracks
1	A. T. & S. F. Ry.	4,561.0	2,580.27	902.62	988.71	-----	208.63	9,245.26	9,245.26	1,583.41	30.18	6.44	-----	667.54	3,388.00	14,929.80	108.37
2	Atlantic North'n Ry.	17.0	-----	-----	-----	-----	-----	17.0	-----	-----	-----	-----	-----	-----	1.08	18.75	-----
3	C. B. & Q. R. R.	4,671.1	4,310.81	50.24	29.65	-----	342.36	9,404.18	9,404.18	1,163.37	48.02	6.65	-----	941.80	2,938.76	14,502.73	27.82
4	C. G. W. R. R.	122.15	167.71	-----	35.23	-----	85.93	1,406.06	1,406.06	1.63	11.24	11.24	-----	25.01	570.98	2,230.76	72
5	M. C. & Ft. D. R. R.	-----	-----	-----	331.33	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
6	C. M. & St. P. Ry.	4,324.25	5,836.00	-----	-----	-----	664.65	11,205.50	11,205.50	1,249.33	27.40	22.38	-----	830.61	3,033.80	16,338.61	278.00
7	C. & N. W. Ry.	3,561.78	5,022.28	-----	-----	-----	75.26	8,660.32	8,660.32	930.23	100.78	91.67	-----	851.56	2,833.76	13,297.32	1.76
8	C. St. P. M. & O.	1,673.97	-----	-----	-----	-----	167.79	1,841.76	1,841.76	103.46	16.61	12.77	-----	80.26	576.49	2,721.38	86.40
9	C. R. I. & P. Ry.	3,331.27	1,300.63	1,821.05	3.98	-----	447.23	7,563.56	7,563.56	507.12	14.13	1.72	-----	342.21	2,074.65	10,503.39	23.68
10	St. P. & K. C. S. L.	-----	-----	-----	5.90	-----	-----	5.90	5.90	-----	-----	-----	-----	-----	2.11	8.04	-----
11	Colfax Northern Ry.	-----	-----	-----	-----	-----	2.24	49.00	49.00	1.05	-----	-----	-----	19.15	25.73	94.94	-----
12	T. W. Griggs R. R.	3,701.45	3,300.40	644.00	104.59	-----	381.14	8,221.98	8,221.98	692.00	18.32	14.35	-----	328.36	2,468.77	11,713.78	27.17
13	Illinois Central R. R.	2,238.72	-----	148.04	1,504.50	700.96	202.35	4,874.06	4,874.06	880.79	73.23	33.11	108.81	423.97	2,246.60	8,707.32	72.90
14	D. & S. C. R. R.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
15	D. R. I. & N. W. Ry.	41.68	5.08	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
16	Great Northern Ry.	3,701.45	3,300.40	644.00	104.59	-----	381.14	8,221.98	8,221.98	692.00	18.32	14.35	-----	328.36	2,468.77	11,713.78	27.17
17	Illinois Central R. R.	2,238.72	-----	148.04	1,504.50	700.96	202.35	4,874.06	4,874.06	880.79	73.23	33.11	108.81	423.97	2,246.60	8,707.32	72.90
18	D. & S. C. R. R.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
19	M. & O. Ry.	1,320.06	154.48	-----	-----	-----	114.21	1,627.80	1,627.80	28.35	-----	-----	-----	81.55	338.81	2,076.41	210.70
20	M. & St. L. R. R.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
21	M. B. & S. H. R.	8.79	-----	-----	-----	-----	1.06	10.73	10.73	-----	-----	-----	-----	-----	1.00	11.75	-----
22	Union Pacific R. R.	1,904.65	1,733.91	-----	2.38	17.30	3,087.50	3,087.50	1,077.56	2.07	2.07	-----	-----	343.34	1,240.20	6,342.80	12.71
23	Wabash Ry.	1,840.00	165.80	88.83	72.65	-----	416.87	2,624.30	2,624.30	530.4	13.2	-----	-----	148.95	1,140.84	4,307.80	0.66
Total 1925		31,024.43	23,240.45	1,834.33	4,883.34	1,143.55	3,127.67	70,232.77	8,870.33	901.49	292.30	168.81	5,073.71	22,038.13	107,874.51	654.24	-----
Total 1924		33,036.06	23,239.98	800.34	5,741.31	1,208.79	2,772.70	60,038.21	6,033.24	8,758.3	364.53	263.40	169.08	5,061.14	22,725.44	107,230.27	759.31
Increase or decrease 1925		*61.0	*19.50	1,024.99	*858.00	*136.34	354.97	314.53	314.53	129.07	*.04	*1.19	*.27	12.57	207.60	654.24	-----

\*Decrease.

\*Abandoned and ceased operation June, 1924.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE  
PART 2—MILEAGE OF ROAD OWNED—ALL TRACKS

Number	Railway Companies	Miles of										Total mileage owned —all tracks	Changes during year —mileage owned —all tracks
		First main track	Second main track	Third main track	Fourth main track	All other main track	Industrial tracks	Yard tracks and sidings, etc.					
1	Atchison, Topeka & Santa Fe Railway.....	7,163.3	1,222.73	25.18	6.44	-----	558.67	2,840.00	11,827.02	113.16			
2	Atlantic Northern Railway.....	17.07	-----	-----	-----	-----	-----	1.66	18.75	-----			
3	Chicago, Burlington & Quincy Railroad.....	8,984.32	1,033.24	47.26	5.84	-----	794.69	2,670.65	13,535.91	21.78			
4	Chicago Great Western Railroad.....	1,031.97	37.82	-----	-----	-----	19.64	245.92	1,085.25	.72			
5	Mason City & Ft. Dodge Railroad.....	1,375.21	1.04	-----	-----	-----	5.37	107.44	1,488.06	-----			
6	Chicago, Milwaukee & St. Paul Railway.....	13,234.90	1,048.61	21.77	17.37	-----	805.08	2,822.30	14,000.53	29.19			
7	Chicago & North Western Railway.....	8,334.66	872.44	100.78	91.67	-----	808.57	2,704.41	13,031.93	1.46			
8	Chicago, St. Paul, Minneapolis & Omaha Ry.	1,676.71	182.80	6.37	2.53	-----	80.26	565.33	2,513.97	9.42			
9	Chicago, Rock Island & Pacific Railway.....	5,231.30	338.76	10.51	.40	-----	190.81	1,004.97	7,436.75	6.56			
10	St. Paul & Kansas City Short Line Railroad.....	345.27	-----	-----	-----	-----	22.19	59.57	427.03	184.19			
11	Keokuk & Des Moines Railway.....	.45	-----	-----	-----	-----	-----	.98	1.56	*184.7			
12	Thomas W. Griggs Railroad Property.....	5.50	-----	-----	-----	-----	-----	1.18	6.68	-----			
13	Colfax Consolidated Coal Company.....	46.76	1.06	-----	-----	-----	10.15	25.73	92.70	-----			
14	Davenport, Rock Island & Northwestern Railway.....	7,092.97	389.58	13.17	12.18	-----	282.46	2,118.19	9,600.55	*23.97			
15	Great Northern Railway.....	2,231.6	569.46	73.31	31.11	67.34	226.74	1,104.13	4,227.75	47.40			
16	Illinois Central Railway.....	760.96	.59	-----	5.15	-----	32.32	227.53	1,021.57	3.01			
17	Dubuque & Sioux City Railroad.....	8.03	-----	-----	-----	-----	-----	.75	8.78	-----			
18	Manchester & Oueda Railway.....	1,513.34	9.54	-----	-----	-----	81.55	302.11	1,906.74	*10.70			
19	Minneapolis & St. Louis Railroad.....	-----	-----	-----	-----	-----	-----	1.00	9.79	-----			
20	Muscateles, Burlington & Southern Railroad.....	-----	-----	-----	-----	-----	-----	-----	*55.31	-----			
21	Tabor & Northern Railway.....	8.79	-----	-----	-----	-----	-----	-----	8.79	-----			
22	Union Pacific Railroad.....	3,667.55	1,063.22	2.67	2.67	-----	325.27	1,213.32	6,283.82	35			
23	Wabash Railway.....	1,906.11	338.81	-----	-----	-----	143.98	824.76	3,222.74	22.56			
Total 1925.....		61,831.47	7,050.70	300.89	177.73	67.34	4,401.41	19,742.51	92,980.55	176.82			
Total 1924.....		60,800.80	6,970.05	303.20	181.42	67.34	4,404.38	19,577.95	92,404.23	760.64			
Increase or decrease 1925.....		*93.67	80.65	*.69	*.31	-----	*.03	164.56	576.32	-----			

\*Decrease.

\*Sold and Ceeded to St. Paul and Kansas City Short Line R. R. Co., November 26, 1924.



TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE OF IOWA  
PART 1—MILES OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS, AND MILEAGE OWNED SINGLE TRACK AND ALL TRACKS

Number	Railway Companies	Mileage Operated—Single Track						Increase or decrease 1925 mileage operated—single track—lowa—	Increase or decrease 1925 mileage owned—single track—lowa—	Mileage Operated—All Tracks						Increase or decrease 1925 mileage operated—single track—lowa—	Increase or decrease 1925 mileage owned—single track—lowa—
		Lined		Owned		Line Operated Under				Miles of							
		Main line	Branch line	Lease	Contract, etc.	Trackage rights	Total mileage operated—single track			First main track	Second main track	All other main tracks	Industrial tracks	Yard track and sidings, etc.	Total mileage operated—single track		
1	A. T. & S. P. Ry.	19.80					19.80	19.80			1.58	40.82	81.91	4.74	81.87	4.74	
2	Atlantic North'n Ry.	17.07					17.07	17.07				1.68	18.75				
3	C. B. & Q. R.	371.01	808.16				1,179.17	1,179.17	*19	1,445.32	248.49	87.74	339.18	2,111.73	1,851.48	*130.25	
4	C. G. W. R. R.	371.27	29.42				400.69	400.69		776.41	30.06	13.41	243.63	1,033.51	386.28	*647.23	
5	M. C. & St. D. R. R.						347.90	347.90									
6	C. M. & P. R. Ry.	1,190.95	628.10			*11.99	1,768.82	1,768.82	*37	1,838.95	311.44	11.00	62.28	2,438.61	2,750.74	*312.13	
7	C. & N. W. Ry.	361.78	1,233.32				1,600.39	1,600.39		1,634.09	361.31	70.00	311.21	2,381.61	*2,300.00	*81.61	
8	C. St. P., M. & O.	74.29					122.73	122.73	*28	160.96	74.20	2.84	48.20	248.08	94.34	*153.74	
9	C. R. I. & P. Ry.	997.02	845.42				1,842.44	1,842.44	*17.53	2,309.95	100.50	82.39	539.17	2,969.08	*1,871.71	*1,097.37	
10	St. P. & K. C. S. L.						345.37	345.37									
11	Colfax Northern Ry.			5.90			5.90	5.90		5.90			3.11	8.04			
12	T. W. Griggs R. R.							4.39							1.36		
13	C. C. & O. Co.							5.50							6.08		
14	D. R. I. & N. W. Ry.	34.50					34.50	34.50		35.23	1.06		32.76	59.11	58.32		
15	Great Northern Ry.		77.56				77.56	77.56		77.56		9.74	26.31	116.81	114.14		
16	Illinois Central R. R.			.58	715.85	1.68	718.11	718.11		718.11	.39	7.19	25.22	225.91	977.05	4.14	
17	D. & S. C. R. R.						715.85	715.85	*.61						906.76	*3.48	
18	M. & O. Ry.	8.00				.12	8.15	8.03		8.15			.75	8.90	8.78		
19	M. & St. L. R. R.	790.31		.00	86.78	.87	790.34	790.34	*10.46	877.17	4.75	43.77	168.58	1,084.27	*9.77	*980.97	
20	M. B. & S. R. R.								*17.71				1.69	11.73	*61.37	*9.79	
21	T. & N. Ry.	8.79				1.96	10.75	8.79		10.75						*66.57	
22	Union Pacific R. R.	2.48					2.48	2.48		2.48	2.20		64.25	68.98	.03	68.08	
23	Wabash Ry.	203.91				5.56	208.87	203.31		208.87	2.30		8.00	63.17	282.84	2.81	
	Total 1925	4,486.59	3,902.28	342.31	1,065.74	473.20	10,320.17	9,763.82	*77.83	10,500.17	1,084.36	18.79	412.52	2,717.32	14,463.16	13,391.77	*1,069.84
	Total 1924	4,381.13	4,044.06	357.42	1,050.66	383.10	10,217.27	9,841.63	6.84	10,217.32	1,084.36	18.80	415.83	2,713.29	14,440.57	13,344.70	52.08
	Increase or decrease 1925	105.46	*182.68	*15.11	15.08	90.10	12.90	*77.83		12.90		*.06	*3.31	4.03	13.36		*109.84

\*Owned jointly.

\*Decrease.

\*Abandoned and ceased operation June, 1924.

TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 1—RAILWAY WITH RAILWAY—NUMBER AT BEGINNING OF YEAR

Number	Railway Companies	Interlocking Devices			Derailing Appliances on Electric Lines			Automatic Crossing Signals			Gates—and—or—Watchmen			Total Protected			Total Unprotected		
		With other steam railways			With electric, inter-urban, or street railways			With other steam railways			With other steam railways			With other steam railways			With other steam railways		
		With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total	With electric, inter-urban, or street railways	Total
1	Atchafalaya, Topeka & S. F. Ry.	110	11	121	5	5	26	21	44	133	37	170	225	126	361				
2	C. B. & Q. R. R.	118	2	120	1	1	6	5	11	159	23	182	230	44	274				
3	Chicago Great Western R. R.	47	3	50	1	1	1	1	2	4	3	7	30	16	46				
4	C. M. & St. P. Ry.	137	2	139	3	3	7	10	17	144	15	159	298	123	421				
5	Chicago & North Western Ry.	130	8	138	1	1	1	1	2	78	156	318	192	100	292				
6	C. St. P., M. & O. Ry.	3	27	30	9	9	6	6	12	160	34	194	233	54	287				
7	C. R. I. & P. Ry.	96		96						80									
8	T. W. Griggs R. R. Prop.																		
9	Colfax Cons. Coal Co.																		
10	D. R. I. & N. W. Ry.	2	1	3						2	1	3	9	2	11				
11	Great Northern Ry.	85	3	88	8	8	8	8	16	100	37	137	171	19	190				
12	Illinois Central R. R.	121	9	130	10	10	5	1	6	73	23	96	119	78	197				
13	M. & St. L. R. R.	22	2	24	2	2	1	1	2	34	4	38	42	4	46				
14	Union Pacific R. R.	23		23	3	3	2	2	4	110	2	112	112	13	125				
15	Wabash Railway	77	10	87	5	5	2	2	4	102	33	135	168	30	198				
	Total	1,001	51	1,052	51	51	53	42	95	208	170	378	1,302	330	1,632	1,777	622	2,399	

\*The difference between the number of grade crossings shown at the beginning of the year as compared with the number shown in the report of the previous year is due to a revision resulting from further investigation made in connection with the change in requirements for this schedule.

\*Reported as unprotected.

\*Difference between these figures and those shown on last year's report, represent unreported changes of previous years ascertained during the year.

\*Difference in number shown at beginning of year as compared with number shown at end of year in 1924 report, are due to actual check of crossings made on ground.

TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 2—RAILWAY WITH RAILWAY—NUMBER ADDED DURING YEAR

Number	Railway Companies	Interlocking Devices			Derailing Appliances on Electric Lines			Automatic Crossing Signals			Gates—and— or—Watchmen			Total Protected			Total Unprotected		
		With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total
1	Atchafalpa, Topeka & S. F. Ry.																		
2	C. B. & Q. R. R.																		
3	Chicago Great Western R. R.																		
4	O. M. & St. P. Ry.																		
5	Chicago & North Western Ry.																		
6	C. St. P., M. & O. Ry.																		
7	C. R. I. & P. Ry.																		
8	T. W. Griggs R. R. Prop.																		
9	Colfax Cons. Coal Co.																		
10	D. R. I. & N. W. Ry.																		
11	Great Northern Ry.																		
12	Illinois Central R. R.																		
13	M. & St. L. R. R.																		
14	Union Pacific R. R.																		
15	Wabash Railway																		
	Total	7	2	9				3	1	4	7	2	9	17	5	22	21	9	30

TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 3—RAILWAY WITH RAILWAY—NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Interlocking Devices			Derailing Appliances on Electric Lines			Automatic Crossing Signals			Gates—and— or—Watchmen			Total Protected			Total Unprotected		
		With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total	With other steam railways	With electric, inter-urban, or street railways	Total
1	Atchafalpa, Topeka & S. F. Ry.																		
2	C. B. & Q. R. R.																		
3	Chicago Great Western R. R.																		
4	O. M. & St. P. Ry.																		
5	Chicago & North Western Ry.																		
6	C. St. P., M. & O. Ry.																		
7	C. R. I. & P. Ry.																		
8	T. W. Griggs R. R. Prop.																		
9	Colfax Cons. Coal Co.																		
10	D. R. I. & N. W. Ry.																		
11	Great Northern Ry.																		
12	Illinois Central R. R.																		
13	M. & St. L. R. R.																		
14	Union Pacific R. R.																		
15	Wabash Railway																		
	Total	16	2	18	3	3	6	1	1	2	1	1	2	18	8	26	12	22	41

\*Includes 1 crossing eliminated by separation of grades.  
\*Includes 1 crossing eliminated by separation of grades.  
\*Includes 2 crossings eliminated by separation of grades.



TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 4—RAILWAY WITH RAILWAY—NUMBER AT END OF YEAR

Number	Railway Companies	Interlocking Devices		Derailing Appliances on Electric Lines		Automatic Crossing Signals		Gates—and— or— Watchmen		Total Protected		Total Unprotected	
		With electric, inter-railways	With other steam railways	With electric, inter-railways	With other steam railways	With electric, inter-railways	With other steam railways	With electric, inter-railways	With other steam railways	With electric, inter-railways	With other steam railways	With electric, inter-railways	With other steam railways
1	Atchafalaya, Topeka & S. P. Ry.	110	123	4	4	20	20	18	44	132	37	170	339
2	C. & B. & O. R. Ry.	118	130	4	4	20	20	18	44	132	37	170	339
3	Chicago Great Western R. Ry.	46	49	1	1	10	10	4	7	50	7	57	30
4	C. M. & St. P. Ry.	134	136	1	1	10	10	64	100	157	20	177	250
5	Chicago & North Western Ry.	129	137	1	1	10	10	53	79	156	22	178	250
6	C. & N. W. Ry.	129	137	1	1	10	10	53	79	156	22	178	250
7	O. R. & P. Ry.	57	57	4	4	1	1	56	88	101	33	134	169
8	T. W. Griggs R. Ry. Prop.	1	1	1	1	1	1	1	1	1	1	1	1
9	Colfax Cons. Coal Co.	1	1	1	1	1	1	1	1	1	1	1	1
10	D. & R. I. & N. W. Ry.	2	2	1	1	1	1	1	1	1	1	1	1
11	Great Northern Ry.	83	85	6	6	6	6	12	33	100	37	137	190
12	Illinois Central R. Ry.	103	103	6	6	6	6	12	33	100	37	137	190
13	Missouri Pacific R. Ry.	24	24	1	1	1	1	1	1	1	1	1	1
14	Union Pacific R. Ry.	70	70	1	1	1	1	1	1	1	1	1	1
15	Wabash Railway	92	92	1	1	1	1	1	1	1	1	1	1
Total		922	951	48	48	50	41	250	341	691	1,397	381	1,078
Total		545,238											

TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 5—RAILWAY WITH HIGHWAY—NUMBER AT BEGINNING OF YEAR

Number	Railway Companies	Number at Beginning of Year		Number Added During Year		Gates, with or without other protection, operated less than 24 hours per day		Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day		Both audible and visual signals, without other protection		Audible signals only		Variable signals only		Special fixed signs or barriers, with or without standard fixed signs only		Total	
		Gates, with or without other protection, operated less than 24 hours per day	Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Variable signals only	Special fixed signs or barriers, with or without standard fixed signs only	Gates, with or without other protection, operated less than 24 hours per day	Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Variable signals only	Special fixed signs or barriers, with or without standard fixed signs only	Gates, with or without other protection, operated less than 24 hours per day	Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Variable signals only	Special fixed signs or barriers, with or without standard fixed signs only
1	Atchafalaya, Topeka & S. P. Ry.	11	56	117	567	230	106	1	1	1	1	1	1	1	1	1	1	1	1
2	C. & B. & O. R. Ry.	42	151	116	252	106	106	1	1	1	1	1	1	1	1	1	1	1	1
3	Chicago Great Western R. Ry.	15	13	46	96	77	77	1	1	1	1	1	1	1	1	1	1	1	1
4	C. M. & St. P. Ry.	14	113	248	222	231	231	1	1	1	1	1	1	1	1	1	1	1	1
5	Chicago & North Western Ry.	20	100	257	239	173	173	1	1	1	1	1	1	1	1	1	1	1	1
6	C. & N. W. Ry.	1	14	24	24	17	17	1	1	1	1	1	1	1	1	1	1	1	1
7	O. R. & P. Ry.	3	3	38	131	103	103	1	1	1	1	1	1	1	1	1	1	1	1
8	T. W. Griggs R. Ry. Prop.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9	Colfax Cons. Coal Co.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10	D. & R. I. & N. W. Ry.	7	24	10	29	5	5	1	1	1	1	1	1	1	1	1	1	1	1
11	Great Northern Ry.	15	13	113	113	113	113	1	1	1	1	1	1	1	1	1	1	1	1
12	Illinois Central R. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13	Missouri Pacific R. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	Union Pacific R. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	Wabash Railway	29	40	113	55	103	103	1	1	1	1	1	1	1	1	1	1	1	1
Total		466	771	1,821	1,627	239	239	6	6	6	6	6	6	6	6	6	6	6	6
Total		229,857																	

See note "a" table 14, part 1.  
See note "b" table 14, part 1.  
See note "c" table 14, part 1.

TABLE 14—GRADE CROSSINGS—ENTIRE LINE  
PART 6—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number Eliminated During Year										Number at End of Year										Total
		Gates, with or without other protection, operated 24 hours per day.	Gates, with or without other protection, operated less than 24 hours per day.	Watchman, alone or with protection other than gates, on duty 24 hours per day.	Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day.	Both audible and visual signals, without other protection.	Audible signals only.	Visible signals only.	Special fixed signs or barriers, with or without standard fixed signs only.	Total	Gates, with or without other protection, operated 24 hours per day.	Gates, with or without other protection, operated less than 24 hours per day.	Watchman, alone or with protection other than gates, on duty 24 hours per day.	Watchman, alone or with protection other than gates, on duty less than 24 hrs. per day.	Both audible and visual signals, without other protection.	Audible signals only.	Visible signals only.	Special fixed signs or barriers, with or without standard fixed signs only.	Total			
1	Atchafalaya, Topeka & S. P. Ry.	1	1	1	1	1	1	1	1	700	1	1	1	1	1	1	1	1	1	6,000	8,940	
2	C. & B. & Q. R. Ry.	1	1	1	1	1	1	1	1	331	1	1	1	1	1	1	1	1	1	8,000	10,126	
3	Chicago Great Western R. R.	1	1	1	1	1	1	1	1	331	1	1	1	1	1	1	1	1	1	1,337	8,000	10,126
4	C. M. & St. P. Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	75	1,443	1,705
5	Chicago & North Western Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
6	C. & N. W. Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
7	C. R. I. & P. Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
8	T. W. Griggs R. R. Prop.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
9	Conf. Coal Co. Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
10	D. & R. L. & N. W. Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
11	Great Northern Ry.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
12	Illinois Central R. R.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
13	M. & St. L. R. R.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
14	Union Pacific R. R.	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
15	Wabash Railway	1	1	1	1	1	1	1	1	67	1	1	1	1	1	1	1	1	1	139	9,040	10,380
Total.....		7	10	46	26	71	25	18	1,000	1,246	407	217	1,406	2,009	1,308	214	6,435	57,400	70,338			

Includes 7 crossings eliminated by separation of grades.  
Includes 3 crossings eliminated by separation of grades.  
Includes 1 crossing eliminated by separation of grades.  
Includes 1 crossing eliminated by separation of grades.

Includes 2 crossings eliminated by separation of grades.  
Includes 1 crossing eliminated by separation of grades.  
Includes 1 crossing eliminated by separation of grades.

TABLE 14A—GRADE CROSSINGS—WITHIN THE STATE  
PART 1—RAILWAY WITH RAILWAY—NUMBER AT BEGINNING OF YEAR

Number	Railway Companies	Interlocking Devices				Derailing Appliances on Electric Lines				Gates and/or Watchmen				Automatic Crossing Signals				Total Protected				Total Unprotected			
		With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total
1	Atchafalaya, Topeka & S. P. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
2	C. & B. & Q. R. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
3	Chicago Great Western R. R.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
4	C. M. & St. P. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
5	Chicago & North Western Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
6	C. & N. W. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
7	C. R. I. & P. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
8	T. W. Griggs R. R. Prop.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
9	T. W. Griggs R. R. Prop.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
10	D. & R. L. & N. W. Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
11	Great Northern Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
12	Illinois Central R. R.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
13	M. & St. L. R. R.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
14	Union Pacific R. R.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
15	Wabash Ry.	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2	1	1	2
Total.....		170	11	181	6	6	12	12	12	30	4	6	30	3	3	258	30	3	3	300	17	17	438	17	17

\*Not classified.

Reported as unprotected.

See note "a" table 14, part 1.

See note "a" table 14, part 1.

See note "a" table 14, part 1.



TABLE 14A—GRADE CROSSINGS—WITHIN THE STATE  
PART 2—RAILWAY WITH RAILWAY—NUMBER ADDED DURING YEAR

Number	Railway Companies	Interlocking Devices			Derailing Appliances on Electric Lines			Gates—and—or Watchmen			Automatic Crossing Signals			Total Protected			Total Unprotected		
		With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total
1	Atchison, Topeka & S. F. Ry.																		
2	C. B. & Q. R. R.																		
3	Chicago Great Western R. R.																		
4	C. M. & St. P. Ry.																		
5	Chicago & North Western Ry.																		
6	C. St. P. M. & O. Ry.																		
7	C. R. I. & P. Ry.																		
8	T. W. Griggs R. R. Prop.																		
9	Colfax Cons. Coal Co.																		
10	D., R. I. & N. W. Ry.																		
11	Great Northern Ry.																		
12	Illinois Central R. R.							1		1				1		1			
13	M. & St. L. R. R.	1		1				2		2				4		4			
14	Union Pacific R. R.																1		1
15	Wabash Ry.																		
Total				1				4		4				5		5	1		1

TABLE 14A—GRADE CROSSINGS—WITHIN THE STATE  
PART 3—RAILWAY WITH RAILWAY—NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Interlocking Devices			Derailing Appliances on Electric Lines			Gates—and—or Watchmen			Automatic Crossing Signals			Total Protected			Total Unprotected		
		With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total
1	Atchison, Topeka & S. F. Ry.																		
2	C. B. & Q. R. R.																		
3	Chicago Great Western R. R.	1		1										1		1			
4	C. M. & St. P. Ry.	1		1										1		1			
5	Chicago & North Western Ry.																		
6	C. St. P. M. & O. Ry.																		
7	C. R. I. & P. Ry.																		
8	T. W. Griggs R. R. Prop.																		
9	Colfax Cons. Coal Co.	1		1										1		1			
10	D., R. I. & N. W. Ry.																		
11	Great Northern Ry.																		
12	Illinois Central R. R.																		
13	M. & St. L. R. R.													2		2			3
14	Union Pacific R. R.																		
15	Wabash Ry.	1		1										1		1	1		1
Total		7		7										7		7	3		6

TABLE 14A—GRADE CROSSINGS—WITHIN THE STATE  
PART 4—RAILWAY WITH RAILWAY—NUMBER AT END OF YEAR

Number	Railway Companies	Interlocking Devices		Derailing Appliances on Electric Lines		Gates—and—or Watchmen		Automatic Crossing Signals		Total Protected		Total Unprotected												
		With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total	With other steam railways	With electric inter-urban and street railways	Total											
1	Atchafalaya, Topeka & S. F. Ry.	170	11	181	6	6	20	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	C. & O. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	C. & Q. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	C. & N. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	C. & M. & St. P. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	Chicago & North Western Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	C. & St. P. M. & O. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	C. & E. I. & P. Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9	T. W. Griggs R. R. Prop.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10	D. Colfax Coal Co.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11	Great Northern Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	Illinois Central R. R.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13	M. & St. L. R. R.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	Union Pacific R. R.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	Wabash Ry.	20	2	22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Total	170	11	181	6	6	20	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

\*Not classified.

TABLE 14A—GRADE CROSSINGS—WITHIN THE STATE  
PART 5—RAILWAY WITH HIGHWAY—NUMBER AT BEGINNING OF YEAR

Number	Railway Companies	Number at Beginning of Year								Number Added During Year							
		Gates, with or without other protection, operated 24 hours per day		Gates, with or without other protection, operated less than 24 hrs. per day		Watchmen, alone or with protection other than gates, on duty 24 hours per day		Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day		Gates, with or without other protection, operated 24 hours per day		Gates, with or without other protection, operated less than 24 hours per day		Watchmen, alone or with protection other than gates, on duty 24 hours per day		Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	
		Total	With other steam railways	Total	With electric inter-railways	Total	With other steam railways	Total	With electric inter-railways	Total	With other steam railways	Total	With electric inter-railways	Total	With other steam railways	Total	With electric inter-railways
1	Atchafalaya, Topeka & S. F. Ry.	60	56	56	181	25	506	10,307	11,392	1	1	1	1	1	1	1	1
2	C. & O. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
3	C. & Q. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
4	C. & N. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
5	C. & M. & St. P. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
6	Chicago & North Western Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
7	C. & St. P. M. & O. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
8	C. & E. I. & P. Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
9	T. W. Griggs R. R. Prop.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
10	D. Colfax Coal Co.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
11	Great Northern Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
12	Illinois Central R. R.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
13	M. & St. L. R. R.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
14	Union Pacific R. R.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
15	Wabash Ry.	6	11	3	22	6	30	1,577	1,645	1	1	1	1	1	1	1	1
	Total	60	56	56	181	25	506	10,307	11,392	1	1	1	1	1	1	1	1

\*See note "a" table 14, part 1.

\*See note "b" table 14, part 1.

\*See note "c" table 14, part 1.



TABLE 14—GRADE CROSSINGS—WITHIN THE STATE  
PART 6—RAILWAY WITH HIGHWAY

Number	Railway Companies	Number Eliminated During Year								Number at End of Year											
		Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers, with or without standard fixed signs	Standard fixed signs only	Total	Gates, with or without other protection, operated 24 hours per day	Gates, with or without other protection, operated less than 24 hours per day	Watchmen, alone or with protection other than gates, on duty 24 hours per day	Watchmen, alone or with protection other than gates, on duty less than 24 hrs. per day	Both audible and visual signals, without other protection	Audible signals only	Visible signals only	Special fixed signs or barriers, with or without standard fixed signs	Standard fixed signs only	Total
1	Atchison, Topeka & S. F. Ry.							1													
2	C. & Q. R. R.																				
3	Chicago Great Western R. R.																				
4	C. M. & St. P. Ry.																				
5	Chicago & North Western Ry.																				
6	C. St. P., M. & O. Ry.																				
7	C. R. I. & P. Ry.																				
8	T. W. Griggs R. R. Prop.																				
9	Colfax Cons. Coal Co.																				
10	D. R. I. & N. W. Ry.																				
11	Great Northern Ry.																				
12	Illinois Central R. R.																				
13	M. & St. L. R. R.																				
14	Union Pacific R. R.																				
15	Wabash Ry.																				
	Total	2	4	2	6		5	1		60	80	50	52	54	181	213	157	38	618	10,203	11,575

\*Includes 3 crossings eliminated by separation of grades.

\*Includes 1 crossing eliminated by separation of grades.

\*Includes 2 crossings eliminated by separation of grades.

\*Includes 1 crossing eliminated by separation of grades.

TABLE 14½—GAGE OF TRACK AND WEIGHT OF RAIL—ENTIRE LINE  
PART 1—MILES OF STANDARD GAGE TRACK

Weight of Rails Per Yard (Pounds)	A. T. & S. F. Ry.	C. B. & Q. R. R.	C. G. W. R. R.	C. M. & St. P. Ry.	C. & N. W. Ry.	C. St. P., M. & O. Ry.	C. R. I. & P. Ry.	T. W. Griggs R. R. Prop.	C. C. Coal Co.	D. R. I. & N. W. Ry.	G. N. Ry.	I. C. R. R.	M. & St. L. R. R.	U. P. R. R.	Wabash Ry.	Total Mileage by Classes
141	.01															.01
130	.28															50.44
128	.22										50.16					.22
110	451.35															502.00
100	.04	587.40	105.03	622.70	2,068.19	151.50	1,126.03				100.75			1,541.78		5,440.77
90	6,183.38	4,239.44	122.34	2,473.57	2,084.97	584.44	1,210.01				294.49	.39		1,852.48		2,136.65
83	1,729.77	1,333.07	584.79	1,161.96			1,062.96			29.00	511.40	778.01	439.47	65.74		7,806.32
80	101.83	1.70		170.72	600.23	428.56	1,353.75				319.21		215.64	541.74	730.53	4,432.32
77.50			89.45								654.90					744.44
75	583.66	1,059.92	396.24	1,805.08		.03	5.18			12.00	428.22	605.79		286.46	90.02	5,232.60
71	9.00															9.00
72	.02										17.77					2,588.22
70	253.97	62.89		191.50	2,481.61	88.32	610.07		5.50	6.70	227.38	54.90	385.34	300.45	43.71	2,407.96
70 & 73						151.20										151.20
68											539.34					539.34
67	29.75				18.68		16.08					24.41		6.21		95.13
66.50											83.27					83.27
66	79.81					8.05	63.51						19.81			172.09
O. P. 66		377.07														377.07
N. P. 66		4187.87														4,187.87
65	101.50	241.44		1,663.09	161.65	228.03	497.91									2,806.68
63																118.53
62.50	153.21															153.21
62	4.22															4.22
61.50	6.12											3.95				6.12
61	152.66															152.66
60	309.24	334.96		1,912.00	12,024.35	130.05	1,111.75	.43			915.80	336.84	119.36	81.01	48.74	7,265.44
59																46.10
57	12.00															12.00
56	152.28	1,126.21		688.03		82.30	406.39				1,025.65	53.71	50.32	65.03	.41	3,719.53
53	167.56						74.05									290.52
50	27.41			39.63		24.53					.10					91.67
48	4.74															4.74
38 & 42		306.57														306.57
45		1.52														1.52
40		119.49														119.49
Total	10,460.90	10,150.56	1,305.47	11,728.37	9,508.08	1,868.38	7,498.00	.43	5.50	47.82	8,205.01	5,705.13	1,451.13	4,741.51	3,445.85	75,281.53
Total narrow-gage		50.24		35.72	16.40											102.36

\*Narrow gage 3 feet.

\*Includes 2.14 miles of 32 pound per yard narrow gage.

\*Includes 16.66 miles of narrow gage.

\*60 pounds per yard and less. Includes 20.76 miles laid with three rails to accommodate both standard and narrow gage equipment. Also includes 16.40 miles of three foot gage.

\*Includes 5.77 miles of narrow gage.

\*Includes 4.60 miles of narrow gage.

\*Includes 1.00 mile of narrow gage.

\*Includes 13.37 miles of narrow gage.

\*Includes 18.08 miles of narrow gage.

\*Includes 39.63 miles of narrow gage.

TABLE 14%—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED BY RESPONDENT AT CLOSE OF YEAR—ENTIRE LINE

## PART 1—USED BY RESPONDENT

Number	Railway Companies	Fully Owned and Operated Exclusively by Respondent			Used by Respondent but Owned Exclusively by Other Companies			Owned Jointly by Respondent and Other Companies and Used by Respondent		
		Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>	Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>	Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>
1	Atchison, Topeka & Santa Fe Ry.	17.40	27,698.34	12,630.35				8,818.46	10,708.65	346.49
2	Chicago, Burlington & Quincy R. R.	7,015.00	19,500.00	17,500.00	1,508.00	4,715.00	201.00			
3	Chicago Great Western R. R.	321.70	1,438.00	2,152.90	940.60	1,825.00				
4	Chicago, Milwaukee & St. Paul Ry.	5,428.41	6,646.90	10,704.61	4,436.49	8,061.00	3,947.90	428.31	903.73	217.30
5	Chicago & North Western Ry.	1,890.03	31.30	6,943.51	7,982.77	22,186.15				
6	Chicago, St. P., Minn. & O. Ry.	1,703.36	1,703.36							
7	Chicago, Rock Island & Pacific Ry.	1,569.00	11,370.00	6,495.00	500.00	18,961.00	317.00	5,450.00	283.00	12.00
8	Davenport, R. I. & N. W. Ry.	49.10								
9	Great Northern Ry.	6,731.91	21,044.14	30,337.88	202.45	2,463.11	436.90	806.89	1,463.63	
10	Illinois Central R. R.	405.76	5,133.28	13,206.06	3,467.47	8,846.64	3,296.40			25.00
11	Minneapolis & St. Louis R. R.		310.21	49.74	807.30	4,014.80		603.63	722.35	
12	Union Pacific R. R.		3,331.65	7,083.13	2.80			3,613.19	4,849.53	1,886.57
13	Wabash Railway		1,509.89	2,407.02	2,186.38	6,292.14	91.33			
	Total	25,510.67	100,062.37	99,697.30	22,154.16	66,903.82	8,369.33	19,730.45	18,263.31	2,402.30

\*Not including simplex or composite circuits.

\*Including simplex or composite circuits.

\*Includes 127 miles of wire owned by the Western Union Telegraph Company, but used jointly by the respondent and the telegraph company.

TABLE 14%—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED BY RESPONDENT AT CLOSE OF YEAR—ENTIRE LINE

## PART 2—USED BY RESPONDENT—Continued—AND USED BY OTHER COMPANIES

Number	Railway Companies	Used by Respondent						Used by Other Companies		
		Leased Line Off Line of Respondent			Total Used by Respondent			Fully Owned by Respondent but Used Exclusively by Other Companies		
		Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>	Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>	Miles of pole line	Miles of telegraph wire <sup>a</sup>	Miles of telephone wire <sup>a</sup>
1	Atchison, Topeka & Santa Fe Ry.				8,835.86	38,407.02	12,976.84			
2	Chicago, Burlington & Quincy R. R.		450.00	100.00	8,595.00	24,695.00	17,901.00			
3	Chicago Great Western R. R.		12.00		1,462.30	3,235.00	2,132.90			
4	Chicago, Milwaukee & St. Paul Ry.			94.40	10,296.21	14,915.52	15,054.11			
5	Chicago & North Western Ry.				9,812.50	22,217.35	6,943.51			
6	Chicago, St. P., Minn. & O. Ry.				1,703.36	1,703.36				
7	Chicago, Rock Island & Pacific Ry.		275.00		7,549.00	20,889.00	6,824.00			
8	Davenport, R. I. & N. W. Ry.				49.10	49.10				
9	Great Northern Ry.				7,744.22	24,910.28	20,774.78			
10	Illinois Central R. R.				3,496.33	13,510.92	16,692.46	749.31	514.41	
11	Minneapolis & St. Louis R. R.				1,509.83	5,117.45	49.74			
12	Union Pacific R. R.		1,434.00		3,615.99	9,585.48	8,906.70			
13	Wabash Railway		31.20	38.40	2,186.38	8,123.23	2,595.75			
	Total		2,192.30	232.80	67,215.28	197,388.71	110,712.71	749.31	4,796.16	3,279.62

\*Not including simplex or composite circuits.

\*Including simplex or composite circuits.



TABLE 14½—TELEGRAPH AND TELEPHONE LINES OWNED OR OPERATED BY RESPONDENT AT CLOSE OF YEAR—ENTIRE LINE

PART 3—USED BY OTHER COMPANIES—Continued—AND DISPATCHING STATISTICS

Number	Railway Companies		Used by Other Companies			Dispatching Statistics									
			Long Distance Message or Conversation Telephone Lines (Not Including Phantom)			Miles of Road Dispatched			Percentage of Dispatched Mileage			Miles of Road Blocked			
						Total	By telegraph	By telephone	Total	By telegraph	By telephone	Total	By telegraph	By telephone	
			Miles of pole line	Miles of telegraph wire*	Miles of telephone wire*										
1	Atchison, Topeka & Santa Fe Ry.				675.99	9,124.31	3,200.79	6,923.52	100	34.12	75.88	1,905.29		1,905.29	
2	Chicago, Burlington & Quincy R. R.				2,100.00	9,375.00	4,130.00	5,245.00	100	44.05	55.95	9,375.00		9,375.00	
3	Chicago Great Western R. R.				245.80	1,435.30	502.00	933.30	100	39.16	60.84				
4	Chicago, Milwaukee & St. Paul Ry.		4601.42		4196.00	10,350.30	5,548.00	4,710.70	100	54.08	45.92	4,653.10	1,797.00	2,855.50	
5	Chicago & North Western Ry.				656.16	5,106.82	5,320.32	2,567.50	100	38.33	61.67	2,190.70	1,740.86	454.84	
6	Chicago, St. P., Minn. & O. Ry.					1,076.98	1,076.98		100	100.00		611.38	12.52	611.41	
7	Chicago, Rock Island & Pacific Ry.				330.00	7,108.00	5,006.00	2,102.00	100	70.28	29.72	1,030.00		1,030.00	
8	Davenport, R. I. & N. W. Ry.					40.10	40.10		100	100.00		49.10	49.10		
9	Great Northern Ry.				9,105.93	7,843.17	2,782.06	5,061.51	100	35.48	64.52	1,885.40	1,885.40		
10	Illinois Central R. R.				5,819.48	4,046.41	1,161.18	3,486.23	100	24.97	75.03	813.05	1.02	812.03	
11	Minneapolis & St. Louis R. R.					1,498.31	1,498.31		100	100.00		11.3	11.3		
12	Union Pacific R. R.				5,065.51	6,555.50	2,615.00	2,438.50	100	67.44	32.56				
13	Wabash Railway					2,487.00	1,309.00	1,178.00	100	53.00	47.00	2,187.44	2,187.44		
Total.....					5,066.00	28,704.86	67,284.00	33,961.04	33,322.95	100	50.47	49.53	24,437.31	17,000.24	7,377.07

\*Not including simplex or composite circuits.

\*Including simplex or composite circuits.

\*Miles of wire used for telephone block.

\*Owned jointly by respondent and other companies and used exclusively by other companies.

\*Includes 35.80 of note b.

\*Not classified between telegraph and telephone.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 1—BITUMINOUS COAL

Number	Railway Companies	Tons Consumed by Locomotives						
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Grand total
1	Atchison, Topeka & Santa Fe Ry.	1,228,293	330,334	47,029	998	178,545	1,986,199	2,010,866
2	Chicago, Burlington & Quincy R. R.	2,349,369	854,169	90,703	2,088	268,598	3,374,818	3,886,330
3	Chicago Great Western R. R.	431,328	128,945	6,487	186	97,303	667,155	677,041
4	Chicago, Milwaukee & St. Paul Ry.	2,116,811	717,730	81,702	2,292	702,115	3,620,000	3,696,555
5	Chicago & North Western Ry.	1,634,164	980,335	84,184	1,213	719,136	3,399,032	3,435,145
6	Chicago, St. P., Minn. & O. Ry.	360,888	150,323	24,750	300	116,082	643,340	648,206
7	Chicago, Rock Island & Pacific Ry.	1,087,782	741,545	70,489	620	449,453	2,946,853	3,001,211
8	Davenport, R. I. & N. W. Ry.	---	---	---	---	2,543.19	2,843.19	74.78
9	Great Northern Ry.	1,006,383	346,534	41,949	2,414	312,653	1,706,939	1,720,224
10	Illinois Central R. R.	2,539,632	981,702	26,753	1,087	602,903	4,212,137	4,328,163
11	Minneapolis & St. Louis R. R.	317,144	71,274	25,054	68	49,068	463,238	5,729
12	Union Pacific R. R.	1,577,380	500,821	71,068	727	238,340	2,427,235	2,457,197
13	Wabash Railway	1,007,706.55	274,928.30	8,454.55	280.80	279,700.85	1,634,079.80	50,012.70
Total.....		16,542,609.35	6,314,914.30	578,009.25	12,273.85	4,373,970.04	27,502,448.90	500,696.48

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 2—FUEL OIL GALLONS

Number	Railway Companies	Gallons Consumed by Locomotives						
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Grand total
1	Atchison, Topeka & Santa Fe Ry.	170,071,322	89,033,293	4,001,490	184,415	50,076,443	315,406,048	514,441,003
2	Chicago, Burlington & Quincy R. R.	17,656,379	4,540,610	689,813	5,593	2,436,704	25,301,155	25,705,964
3	Chicago Great Western R. R.	92,933	39,001	930	81	31,001	164,006	2,102
4	Chicago, Milwaukee & St. Paul Ry.	16,610,860	5,736,544	548,870		3,003,023	25,899,297	543,008
5	Chicago & North Western Ry.	28,601,323	11,030,905	4,451,019	58,068	4,405,818	48,728,068	40,128,620
6	Chicago, St. P., Minn. & O. Ry.					579,647	579,647	579,647
7	Chicago, Rock Island & Pacific Ry.	35,274,057	11,718,068	410,002		7,779,631	55,183,883	57,384,884
8	Davenport, R. I. & N. W. Ry.							2,101,301
9	Great Northern Ry.	56,800,387	30,207,318	602,445	105,800	8,538,538	96,684,641	2,407,681
10	Illinois Central R. R.	44,419	19,408	306		21,800	86,144	1,067
11	Minneapolis & St. Louis R. R.							
12	Union Pacific R. R.	539,305	96,287	21,284	309	39,077	603,322	603,322
13	Wabash Railway							
	Total	325,831,763	153,349,205	11,066,879	305,189	77,505,028	568,818,006	8,804,618

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 3—HARD WOOD

Number	Railway Companies	Cords Consumed by Locomotives						
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Grand total
1	Atchison, Topeka & Santa Fe Ry.							
2	Chicago, Burlington & Quincy R. R.							
3	Chicago Great Western R. R.							
4	Chicago, Milwaukee & St. Paul Ry.							
5	Chicago & North Western Ry.							
6	Chicago, St. P., Minn. & O. Ry.							
7	Chicago, Rock Island & Pacific Ry.							
8	Davenport, R. I. & N. W. Ry.							
9	Great Northern Ry.							
10	Illinois Central R. R.	8,000	5,049	178	25	4,282	17,573	589
11	Minneapolis & St. Louis R. R.							
12	Union Pacific R. R.							
13	Wabash Railway							
	Total	8,000	5,049	178	25	4,282	17,573	589



TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 4—SOFT WOOD

Number	Railway Companies	Cords Consumed by Locomotives						
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Grand total
1	Atchafalpa, Topeka & Santa Fe Ry.	98	235	4	18	364	356	
2	Chicago, Burlington & Quincy R. R.	748	411	22	1	399	1,481	1,490
3	Chicago Great Western R. R.						15	
4	Chicago, Milwaukee & St. Paul Ry.	9,811	5,299	511	6	3,122	18,749	18,749
5	Chicago & North Western Ry.	4,963	2,109	330	5	1,430	8,854	8,888
6	Chicago, St. P., Minn. & O. Ry.	5,734	3,963	788		3,243	13,718	13,718
7	Chicago, Rock Island & Pacific Ry.							
8	Davenport, R. I. & N. W. Ry.	1,432.10	1,419.30	86.42	2.75	578.35	3,549.88	3,637
9	Great Northern Ry.						96.12	
10	Illinois Central R. R.	804	449	63	1	204	1,521	1,530
11	Minneapolis & St. Louis R. R.	549	182	431	1	101	1,264	1,266
12	Union Pacific R. R.							
13	Wabash Railway							
	Total	24,165.16	14,058.30	2,241.42	17.75	8,971.25	49,453.88	49,639

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 5—TOTAL AND GRAND TOTAL FUEL (TONS) CONSUMED, AND AVERAGE COST AT DISTRIBUTION POINT

Number	Railway Companies	Total Fuel (Tons) Consumed by Locomotives							Average Cost at Distribution Point of Total Fuel Consumed by Locomotives			
		Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Grand total	Bituminous coal (tons)	Fuel oil (per gallon)	Total fuel (tons)	Wood (per cord)
1	A., T. & S. P. Ry.	2,317,302	1,088,809	78,016	2,003	406,393	3,983,173	44,459	4,027,632	\$ 3.26	\$ 0.649	\$4.39
2	C., B. & Q. R. R.	2,489,448	870,315	96,180	2,132	617,724	4,075,709	15,201	4,091,000	2.625	0.977	2.604
3	C. G. W. R. R.	635,022	129,348	6,593	186	97,616	608,745	9,907	678,652	3.149	0.4	3.147
4	C., M. & St. P. Ry.	2,348,614	763,287	80,038	2,282	725,954	3,856,225	79,006	3,935,231	2.729	0.941	2.81
5	C. & N. W. Ry.	1,831,633	1,101,352	122,043	1,782	754,183	3,811,398	49,312	3,860,710	2.205	0.930	2.372
6	C., St. P., M. & O. Ry.	333,372	151,577	24,918	369	129,780	671,016	5,103	676,119	1.657	0.66	1.682
7	C., R. I. & P. Ry.	1,000,617	813,273	73,317	636	406,382	3,281,215	67,836	3,349,051	2.944	0.259	3.144
8	D., R. I. & N. W. Ry.					2,873.55	2,873.55	75.44	2,948.99	3.91		3.12
9	Great Northern Ry.	1,455,799.80	558,608.13	46,729.40	3,380.56	374,110.21	2,459,597.10	67,733.72	2,527,330.82	4.01	0.694	4.22
10	Illinois Central R. R.	2,545,271	985,251	26,874	1,104	665,836	4,224,366	166,425	4,390,791	2.310	0.943	2.177
11	M. & St. L. R. R.	317,546	71,459	25,085	0	49,800	438,690	5,734	444,424	3.07		3.07
12	Union Pacific R. R.	1,581,324	570,547	71,419	729	308,654	2,442,675	29,887	2,472,562	2.86	0.606	2.86
13	Wabash Railway	1,099,706.55	274,928.30	8,454.25	289.85	279,700.85	1,624,079.30	39,012.70	1,663,092.50	2.50		2.50
	Total	18,538,209.35	7,399,279.43	605,691.65	14,942.41	4,887,068.61	31,505,101.45	564,621.86	32,069,723.31	\$ 2.7925	\$ 0.9315	\$3.050
	C. G. W.—other fuel, tons	79	32	1	42	154	154	4	158			2.453
	C. & N. W.—Lignite, tons	14,828	9,192	7,261	204	131	31,596	1,365	32,961			3.24
	G. N. Ry.—other fuel, tons	88.79	86.72	5.28	.23	35.33	216.37	5.87	222.22			4.06

\*Scrap wood not figured in average.

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 6—STATISTICS OF COAL AND STOCKS ON HAND AT BEGINNING AND END OF YEAR

Number	Railway Companies	Bituminous Coal					Anthracite Coal				
		Quantity received during year—net tons	Total cost, including transportation charges paid for—eign lines	Average cost per net ton, including transportation charges paid for—eign lines	Quantity on Hand		Quantity received during year—net tons	Total cost, including transportation charges paid for—eign lines	Average cost per net ton, including transportation charges paid for—eign lines	Quantity on Hand	
					At beginning of year—net tons	At end of year—net tons				At beginning of year—net tons	At end of year—net tons
1	Atchison, Topeka & Santa Fe Ry.	2,092,830	\$ 6,717,305.67	\$ 3.21	292,772	190,333	454.42	\$ 5,505.22	\$12.1148	487.83	418.25
2	Chicago, Burlington & Quincy R. R.	4,242,877.59	11,066,049.16	2.615	323,452	194,610	110	1,463	13.300	24	8
3	Chicago Great Western R. R.	753,000	2,358,513	3.129	23,546	25,132					
4	Chicago, Milwaukee & St. Paul Ry.	4,270,341	11,077,654	2.594	185,105	223,544					
5	Chicago & North Western Ry.	4,024,031	9,363,691.27	2.328	230,134	319,497	782	7,885.17	13.46	1,222	733
6	Chicago, St. P., Minn. & O. Ry.	748,280	3,271,884.44	4.372	55,746	42,461	945	12,700.66	13.503	721	692
7	Chicago, Rock Island & Pacific Ry.	3,320,637	9,933,004	2.995	100,500	106,591	822	10,714	12.877	151	14
8	Davenport, R. I. & N. W. Ry.	20,498.30	80,155.57	3.91	369.67	222.83					
9	Great Northern Ry.	1,755,921	6,908,987.23	3.97	475,128	296,273	1,301	17,499.31	13.45	2,443	1,801
10	Illinois Central R. R.	4,831,659	10,639,636.07	2.20	101,000	302,296	1,875	23,011.45	13.65	1,290	1,133
11	Minneapolis & St. Louis R. R.	471,034.35	1,313,846.94	2.789	67,307	15,588					
12	Union Pacific R. R.	2,703,394	7,600,498	2.81	128,701	196,030	54	438.10	8.11	333	113
13	Wabash Railway	1,905,154.00	4,928,301.27	2.47	30,047.80	119,735.55					
	Total	31,308,392.34	88,614,381.62	\$ 2.735	2,233,377.47	1,942,793.38	6,153.42	881,826.91	\$13.298	6,407.83	4,062.25

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE  
PART 7—STATISTICS OF COAL, OIL AND STOCKS ON HAND AT BEGINNING AND END OF YEAR—Continued

Number	Railway Companies	Fuel Oil (Gallons)					Total cost of fuel (tons) consumed by locomotives	Average miles of road operated	Average cost of fuel consumed by locomotives per mile of road operated
		Quantity received during year (gallons)	Total cost including transportation charges paid for—eign lines	Average cost including transportation charges paid for—eign lines	Quantity on Hand				
					At beginning of year—(gallons)	At end of year—(gallons)			
1	Atchison, Topeka & Santa Fe Ry.	415,725,720	\$14,400,633.43	\$.0340	56,725,043	56,985,778	\$17,081,304.48	9,190.49	\$ 1,923.87
2	Chicago, Burlington & Quincy R. R.	36,133,909	974,539.83	.02637	686,922	1,046,427	10,866,424.00	9,368.62	1,159.57
3	Chicago Great Western R. R.	406,707	19,486.00	.039		3,500	2,135,717.84	1,406.66	1,427.56
4	Chicago, Milwaukee & St. Paul Ry.	29,825,146	1,004,812.00	.0337	2,431,994	2,175,537	10,976,481.01	11,301.99	979.69
5	Chicago & North Western Ry.	55,071,839	1,453,547.00	.03	4,148,627	3,100,339	9,035,348.21	8,467.56	1,144.99
6	Chicago, St. P., Minn. & O. Ry.	309,017	35,673.92	.046			3,036,170.69	1,841.76	1,063.46
7	Chicago, Rock Island & Pacific Ry.	81,610,734	2,111,420.00	.0259	11,218,961	13,213,915	10,329,416.34	7,588.61	1,391.09
8	Davenport, R. I. & N. W. Ry.						9,300.85	49.00	187.77
9	Great Northern Ry.	108,732,278	3,940,839.33	.0362	6,221,691	7,948,351	10,615,500.66	8,242.09	1,280.38
10	Illinois Central R. R.	1,543,677	63,929.95	.04	132,084	125,525	9,515,277.22	4,874.95	1,953.87
11	Minneapolis & St. Louis R. R.						1,442,049.31	1,624.77	882.11
12	Union Pacific R. R.	1,742,822	57,238.27	.03	78,181	68,616	7,642,927.32	3,657.32	1,009.93
13	Wabash Railway						4,307,731.25	2,524.30	1,666.93
	Total	791,509,998	\$24,143,209.75	\$.0320	81,644,492	87,897,578	\$97,827,549.55	70,180.64	\$ 1,328.93



TABLE 16—TIES AND RAILS LAID IN REPLACEMENT AND BETTERMENT—ENTIRE LINE  
PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Replacement and Betterment				Rails Laid in Replacement and Betterment			
		Cross Ties		Switch and Bridge Ties		Total charges on account of ties laid in replacement and betterment during year		Total number of tons (2240 lbs.) of rails laid	
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per M ft. at distributing point			Average cost per ton (2240 lbs.) at distributing point	Total charges on account of rails laid in replacement and betterment during year
1	Atchafalaya, Topeka & Santa Fe Ry.	1,573,472	1.56	2,006,850	55.98	\$ 2,330,115.46	148,805.22	\$ 35.34	\$ 5,201,610.22
2	Chicago, Burlington & Quincy R. R.	2,036,336	1.42	3,068,850	47.00	1,083,371.01	31,342.91	34.50	1,772,600.44
3	Chicago, Great Western R. R.	3,223,073	1.09	3,707,037	49.50	1,486,754.96	13,554.91	34.85	3,542,000.39
4	Chicago, Milwaukee & St. Paul Ry.	3,223,400	1.01	3,707,137	52.31	2,330,331.39	30,144.81	35.56	3,541,619.95
5	Chicago & North Western Ry.	1,663,988	1.18	1,575,859	45.97	731,039.35	13,022.50	40.86	2,474,900.35
6	Chicago, St. P., Minn. & O. Ry.	1,392,701	1.05	7,159,625	39.61	1,670,700.79	49,123.33	36.98	1,816,005.16
7	Chicago, Rock Island & Pacific Ry.	8,141	1.45	46,441	28.58	13,114.46	30.31	31.84	1,901,014.35
8	Davenport, R. I. & N. W. Ry.	2,211,001	.85	4,200,655	21.49	1,971,350.68	51,105.60	28.37	3,396,653.44
9	Great Northern Ry.	1,438,807	1.27	3,717,859	35.49	2,098,728.28	99,007.77	35.00	3,396,653.44
10	Illinois Central R. R.	1,438,807	1.27	3,717,859	35.49	2,098,728.28	99,007.77	35.00	3,396,653.44
11	Missouri Pacific R. R.	1,438,807	1.27	3,717,859	35.49	2,098,728.28	99,007.77	35.00	3,396,653.44
12	Union Pacific R. R.	1,559,202	1.28	4,345,078	39.44	1,919,114.16	49,323.03	35.61	1,701,622.35
13	Wabash Railway	997,445	1.56	2,105,046	44.17	1,337,115.41	49,001.40	37.59	1,503,815.03
Total		17,856,329	1.17	39,881,604	37.10	23,731,275.32	681,272.59	36.39	291,786,538.05

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS—ENTIRE LINE  
PART 1—TIES AND RAILS APPLIED DURING YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions				Rails Laid in Additional Tracks and in New Lines and Extensions			
		Cross Ties		Switch and Bridge Ties		Total charges on account of ties laid in replacement and betterment during year		Total number of tons (2240 lbs.) of rails laid	
		Total number of ties applied	Average cost per tie at distributing point	Number of feet applied—board measure	Average cost per thousand feet at distributing point—board measure			Average cost per ton (2240 lbs.) at distributing point	Total charges on account of rails laid in replacement and betterment during year
1	Atchafalaya, Topeka & Santa Fe Ry.	405,841	1.49	2,682,110	49.00	\$ 872,079.19	22,375.24	\$ 22.34	\$ 499,856.74
2	Chicago, Burlington & Quincy R. R.	16,080	1.34	326,231	46.82	144,008.66	4,145.32	28.16	178,005.40
3	Chicago, Great Western R. R.	2,779	1.05	17,967	38.54	3,335.09	145.32	31.90	2,321.00
4	Chicago, Milwaukee & St. Paul Ry.	116,735	1.02	685,171	44.21	100,000.78	5,450.25	31.96	177,577.00
5	Chicago & North Western Ry.	116,735	1.20	685,171	44.21	100,000.78	5,450.25	31.96	177,577.00
6	Chicago, St. P., Minn. & O. Ry.	4,067	1.06	36,983	47.63	4,344.27	4,345.87	30.45	19,400.00
7	Chicago, Rock Island & Pacific Ry.	134,234	1.56	496,211	37.86	181,596.69	6,465.14	30.77	19,035.84
8	Davenport, R. I. & N. W. Ry.	217,259	.65	1,077,678	21.62	102,004.32	9,824.04	32.89	322,582.52
9	Great Northern Ry.	236,101	1.14	1,900,803	45.47	2,729,111.11	13,115.61	32.89	439,250.52
10	Illinois Central R. R.	236,101	1.14	1,900,803	45.47	2,729,111.11	13,115.61	32.89	439,250.52
11	Missouri Pacific R. R.	41,301	1.17	359,040	39.16	58,450.45	9,384	18.66	45,662.70
12	Union Pacific R. R.	251,344	1.34	991,233	44.52	218,195.08	30,609.71	31.01	339,006.09
13	Wabash Railway								
Total		1,684,509	1.21	9,009,479	41.24	2,431,000.45	79,606.96	28.71	2,297,100.70

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE  
PART 1—FOR THE YEAR 1925 COMPARED WITH 1924

Railway Companies	Average Number of Employees in Service		Total Compensation During Year		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
	December 31, 1925	December 31, 1924	December 31, 1925	December 31, 1924	1925	1924	1925	1924	1925	1924
1 Atchison, Topeka & Santa Fe Ry.	53,845	58,873	\$ 30,109,102.00	\$ 31,016,900.00	\$ 1,487.66	\$ 1,545.98	\$ 128.97	\$ 128.83	\$ 4.13	\$ 4.29
2 Atlantic Northern Ry.	15	18	15,550.00	22,422.00	1,037.37	1,248.44	86.44	104.00	2.88	3.46
3 Chicago, Burlington & Quincy R. R.	44,044	45,958	64,225,530.00	73,022,300.00	1,458.14	1,588.80	121.51	132.40	4.00	4.41
4 Chicago Great Western R. R.	7,597	7,732	11,211,788.00	12,017,068.00	1,475.82	1,551.80	122.98	129.08	4.10	4.53
5 Chicago, Milwaukee & St. Paul Ry.	52,566	52,000	75,327,223.00	82,322,227.00	1,438.04	1,581.19	119.89	131.76	4.00	4.39
6 Chicago & North Western R. R.	45,085	47,288	66,671,708.00	77,139,565.00	1,478.77	1,631.08	123.23	135.92	4.11	4.53
7 Chicago, St. Paul, Minneapolis & Omaha Ry.	8,430	8,678	12,560,191.00	14,049,489.00	1,486.63	1,618.97	124.64	134.91	4.15	4.49
8 Chicago, Rock Island & Pacific Ry.	35,619	35,002	50,830,803.00	57,221,907.00	1,427.07	1,616.34	118.92	134.00	3.96	4.48
9 Colfax Northern Ry.	15	16	3,086.00	15,431.61	205.79	961.43	22.15	80.37	0.74	2.67
10 Davenport, Rock Island & North Western Ry.	236	238	281,818.72	286,923.04	1,194.27	1,235.56	99.52	110.46	3.22	3.68
11 Great Northern Ry.	28,600	29,384	42,433,236.00	48,500,070.00	1,478.72	1,646.16	123.25	138.01	4.11	4.60
12 Illinois Central R. R.	32,509	33,813	75,638,012.99	81,877,832.50	1,401.43	1,521.55	116.79	126.79	3.86	4.22
13 Manchester & O'Neill Ry.	12	13	5,232.20	11,282.17	431.10	867.85	36.74	72.32	1.21	2.41
14 Minneapolis & St. Louis R. R.	5,144	5,110	7,303,808.00	8,380,855.00	1,400.44	1,640.08	116.70	136.67	3.80	4.56
15 Tabor & Northern Ry.	8	9	9,000.80	11,058.46	1,029.64	1,265.38	107.96	107.90	3.00	3.59
16 Union Pacific R. R.	25,190	26,276	38,023,330.00	43,000,228.00	1,511.32	1,672.21	125.94	139.35	4.20	4.64
17 Wabash Railway	17,888	17,638	26,653,030.00	28,750,114.00	1,490.00	1,630.01	124.17	135.83	4.14	4.52
Total 1925 and 1924	376,849.8	388,631	\$ 540,454,620.00	\$ 619,507,801.20	\$ 1,458.02	\$ 1,594.22	\$ 123.50	\$ 132.85	\$ 4.00	\$ 4.42
Total 1923	418,817.5		661,436,155.40		1,579.27		131.00		4.38	
Total 1922	361,909		602,112,658.16		1,663.48		138.02		4.02	
Total 1921	371,885.5		635,313,675.68		1,682.23		140.18		4.67	
Total 1920	427,559		699,173,511.37		1,706.98		140.74		4.90	
Total 1919	427,559		631,054,673.80		1,482.98		123.58		4.12	
Total 1918	414,580		576,538,582.74		1,390.63		115.80		3.86	
Total 1917	382,119		380,395,380.33		1,021.82		85.15		2.84	
Total 1916	364,703		330,129,079.57		906.20		75.43		2.51	

TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1925—WITHIN THE STATE  
PART 1—COLLISIONS AND DERAILMENTS AND OTHER TRAIN ACCIDENTS

Railway Companies	Collisions and Derailments								Other Train Accidents							
	Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
	Injured	Killed	Injured	Killed	Injured	Killed			Injured	Killed	Injured	Killed	Injured	Killed		
	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed
1 Atchison, Topeka & Santa Fe Ry.									1	2	9	1			3	10
2 Chicago, Burlington & Quincy R. R.	3		3		1		7		3	1	111	10	14	11	138	
3 Chicago & North Western Ry.	2				4		6		14	4	108	7	21	11	143	
4 Chicago, Milwaukee & St. Paul Ry.			1		1		1		3	5	99	12	13	17	120	
5 Chicago Great Western R. R.	3		5				10		7	3	27	7	4	10	38	
6 Chicago, Rock Island & Pacific Ry.			1		1		2		6	3	102	9	18	12	133	
7 Chicago, St. Paul, Minneapolis & Omaha Ry.			2				2				13	2	2	2	15	
8 Davenport, Rock Island & North Western Ry.									2	2	2		2	2	2	
9 Great Northern Ry.											9	4	17	4	26	
10 Illinois Central R. R.			4				4		4	2	70	7	6	9	80	
11 Minneapolis & St. Louis R. R.									1	1	37	3	1	4	39	
12 Union Pacific R. R.											5	2		2	7	
13 Wabash Railway									1	2	5	2		4	4	
Total Steam Railways—Killed			1		1		2				23	66		89		
Total Steam Railways—Injured	10		23		5		38		45		502	96		733		
ELECTRIC COMPANIES																
1 Clinton, Davenport & Muscatine Ry.																
2 Des Moines & Central Iowa Ry.											4	3		3	4	
3 Ft. Dodge, Des Moines & Southern Ry.											9			9		
4 Waterloo, Cedar Falls & Northern Ry.											3			3		
Total Electric Companies											16	3		16		
TERMINAL RAILWAY COMPANIES																
1 Des Moines Union Railway											3			3		
Total Terminal Companies											3			3		
Grand Total Accidents 1925	30	1	25	1	5	2	38		45	22	611	69	96	762		
Grand Total Accidents 1924	33	7	28		20	5	91		47	39	736	79	97	1057		
Grand Total Accidents 1923	77	3	27		12	3	116		52	21	917	68	119	93	1,088	
Grand Total Accidents 1922	128	2	32	2	22	4	187		66	14	814	68	86	82	905	
Grand Total Accidents 1921	50	1	10	1	4	11	104		64	23	754	90	102	114	909	
Grand Total Accidents 1920	156	9	70	3	29	37	271		74	33	902	54	132	106	1,159	
Grand Total Accidents 1919	117	1	79	2	17	14	211		39	28	842	72	127	101	960	
Grand Total Accidents 1918	138	1	84	5	17	28	272		61	53	885	73	104	128	1,050	
Grand Total Accidents 1917	246	1	46	2	37	10	339		29	17	455	46	72	64	556	



TABLE 19—RAILWAY ACCIDENTS DURING YEAR ENDED DECEMBER 31, 1925—WITHIN THE STATE  
PART 2—AT HIGHWAY CROSSINGS, AUTOMOBILES, VEHICLES AND TOTAL AND GRAND TOTAL

Railway Companies	Highway Crossings— Automobiles				Highway Crossings— Other Vehicles				Total						Grand Total	
	Other Persons		Total		Other Persons		Total		Passengers		Employees		Other Persons		Killed	In- jured
	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured	Killed	In- jured				
STEAM RAILWAYS																
1 Atchison, Topeka & Santa Fe Ry.										1	2	9	1		3	10
2 Chicago, Burlington & Quincy R. R.	5	17	5	17					6	1	114	10	32	11	159	
3 Chicago & North Western Ry.	8	12	8	12					16	4	106	12	36	16	160	
4 Chicago, Milwaukee & St. Paul Ry.	8	12	8	12			1		8	5	100	21	36	36	134	
5 Chicago Great Western R. R.	3	16	2	16					12	3	82	9	20	12	61	
6 Chicago, Rock Island & Pacific Ry.	11	33	11	33	1	1	1	1	6	4	130	21	52	25	168	
7 Chicago, St. Paul, Minneapolis & Omaha Ry.		1		1							15	2	3	2	18	
8 Davenport, Rock Island & North Western Ry.											2	2		2	2	
9 Great Northern Ry.											9	4		17	4	
10 Illinois Central R. R.	6	16	6	16			1		4	2	74	13	17	13	95	
11 Minneapolis & St. Louis R. R.	2	12	2	12					1	1	37	5	13	6	51	
12 Union Pacific R. R.		3		3							2		3		5	
13 Wabash Railway		2		2					1	2	3	2	2	4	6	
Total Steam Railways—Killed	34		34		1		1				21		102		136	
Total Steam Railways—Injured		117		117		3	3		55		615		221		691	
ELECTRIC COMPANIES																
1 Clinton, Davenport & Muscatine Ry.	1	5	1	5									1	5	1	5
2 Des Moines & Central Iowa Ry.	3	5	3	5							4	6	5	6	9	
3 Ft. Dodge, Des Moines & Southern Ry.	2	1	2	1										1	2	10
4 Waterloo, Cedar Falls & Northern Ry.	4	2	4	2							3	4	2	4	5	
Total Electric Companies	10	13	10	13							16	13	13	13	29	
TERMINAL RAILWAY COMPANIES																
1 Des Moines Union Railway											3				3	
Total Terminal Companies											3				3	
Grand Total Accidents 1925	44	120	44	120	1	3	1	3	55	24	634	116	234	139	923	
Grand Total Accidents 1924	49	155	46	155	5	5	5	5	2	80	35	704	121	277	158	1,121
Grand Total Accidents 1923	38	172	58	172	2	12	2	12	4	139	24	944	128	315	156	1,388
Grand Total Accidents 1922	63	194	65	194	6	12	6	12	3	194	16	846	141	310	157	1,550
Grand Total Accidents 1921	66	177	66	177	5	7	5	7	1	114	28	805	167	300	196	1,300
Grand Total Accidents 1920	50	190	50	190	6	19	6	19	10	272	42	1,032	111	336	183	1,610
Grand Total Accidents 1919	45	131	45	131	5	9	5	9	4	147	37	621	124	284	165	1,352
Grand Total Accidents 1918	47	17	7	17	9	3	9	3	6	187	73	909	147	245	236	1,401
Grand Total Accidents 1917	2	17	2	17	2	10	2	10	3	275	23	501	90	228	122	1,004

\*Includes one employee killed.

TABLE 19—NON-TRAIN ACCIDENTS—IOWA  
PART 3—YEAR ENDED DECEMBER 31, 1925

Railway Companies		Number of Accidents		Shopmen		Stationmen		Trackmen		Bridge and Building Men		Other Employees		All Other Persons	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
STEAM ROADS															
1	Atchison, Topeka & Santa Fe Ry.		91		61		3		23						
2	Chicago, Burlington & Quincy R. R.		303		184		31		67		12		7		
3	Chicago Great Western R. R.		40		10		5		17		6		2		
4	Chicago, Milwaukee & St. Paul Ry.		334		198		28		65		15		8		
5	Chicago & North Western Ry.	1	311	1	108		24		14		17		25		
6	Chicago, St. Paul, Minneapolis & Omaha Ry.		28		24		7		5				2		
7	Chicago, Rock Island & Pacific Ry.	2	625		233		50		117		8	1	14	1	
8	Davenport, Rock Island & North Western Ry.		7		1				5		1				
9	Great Northern Ry.		10		3		2		1		1				
10	Illinois Central R. R.	1	163		71		9	1	73		9		8		
11	Minneapolis & St. Louis R. R.		116		62		3		49		2				
12	Union Pacific R. R.		3		3										
13	Wabash Railway		2						2		1				
Total Steam Roads		5	1,819	2	1,000		150	1	526		76	1	53	1	
ELECTRIC ROADS															
1	Waterloo, Cedar Falls & Northern		5		5		1		2						
2	Ft. Dodge, Des Moines & Southern		16		4		1		3		8				
3	Des Moines & Central Iowa		4		1		1		2						
Total Electric Roads			25		10		3		7		8				
TERMINAL COMPANIES															
1	Des Moines Union		12		6		5				1				
2	Sioux City Terminal Ry. Co.		4						3		1				
Total Terminal Companies			16		6		5		3		2				
Grand Total Non-Train Accidents 1925		5	1,891	2	1,016		161	1	536		86	1	53	1	8
Grand Total Non-Train Accidents 1924		6	2,354	1	1,323		146	4	763		112		78	1	22
Grand Total Non-Train Accidents 1923		13	2,867	5	1,060	1	185	5	696	1	159	1	127		31
Grand Total Non-Train Accidents 1922		15	2,273	2	1,730	1	167	9	531	1	134	1	176	1	38
Grand Total Non-Train Accidents 1921		18	2,169	6	1,211	1	182	8	569	1	121	1	98	2	28
Grand Total Non-Train Accidents 1920		20	3,182	4	1,742	1	258	9	819		147	2	161	4	16
Grand Total Non-Train Accidents 1919		12	2,817	4	1,522		254	3	611		105	2	251	3	21
Grand Total Non-Train Accidents 1918		12	3,231	6	1,900		249	4	701	3	134		227	2	23
*Grand Total Non-Train Accidents 1917		5	1,482		812		117	1	341	1	71		131		8

\*From July First to December 31, 1917.

TABLE 20—COST OF COLLISIONS AND DERAILMENTS DURING YEAR ENDED DECEMBER 31, 1925  
PART 1—WITHIN THE STATE OF IOWA

Number	Railway Companies	Average mileage of road operated—single track—Iowa	Damage to equipment	Damage to way and structures	Clearing wreck	Total cost	Average cost per mile of road operated—Iowa, 1925	Average cost per mile of road operated—Iowa, 1924
1	Atchison, Topeka & Santa Fe Railway.....	19.89	\$ 2,610.00	\$ 339.79	111.51	\$ 3,061.30	153.86	51.67
2	Chicago, Burlington & Quincy Railroad.....	1,445.32	6,313.82	6,944.27	2,330.77	15,547.86	10.75	45.54
3	Chicago Great Western Railroad.....	770.41	23,759.00	4,701.84	2,649.85	31,101.69	40.06	44.36
4	Chicago, Milwaukee & St. Paul Railway.....	1,928.82	38,976.23	8,465.69	6,026.26	53,468.18	27.72	38.43
5	Chicago & North Western Railway.....	1,611.00	27,554.00	3,597.49	5,581.53	37,033.02	22.67	56.76
6	Chicago, St. Paul, Minneapolis & Omaha Railway.....	196.99	3,113.59	1,084.00	325.66	4,722.56	23.67	66.79
7	Chicago, Rock Island & Pacific Railway.....	2,236.97	68,792.59	9,308.99	13,813.39	91,914.79	40.54	99.11
8	Davenport, Rock Island & North Western Railway.....	35.29	1,250.00	200.00	200.00	1,500.00	42.50	99.11
9	Illinois Central Railroad.....	718.11	18,249.35	6,906.41	4,517.71	29,763.47	41.41	76.63
10	Minneapolis & St. Louis Railroad.....	8.71	12,354.85	3,946.05	2,845.40	19,146.30	21.83	65.21
11	Union Pacific Railroad.....	2.48	1,832.00	135.03	100.00	2,067.03	837.50	1,008.94
12	Wabash Railway.....	208.82	12,930.01	2,008.02	1,879.20	16,817.22	78.12	47.35
	Total.....	10,110.41	217,775.25	47,518.15	40,380.53	305,673.93	30.23	55.94
	ELECTRIC COMPANIES							
1	Des Moines & Central Iowa Railroad.....	67.64	984.40		200.00	1,184.46	17.51	12.44

# Electric Interurban Railways

For the Year Ended December 31, 1925

## STATISTICS

OF



TABLE 1—ROAD OPERATED AT CLOSE OF YEAR 1925

Number	Electric Interurbans	Mileage of Road Operated—Single Track						Mileage of Road Operated—All Tracks						Mileage of Road Owned—All Tracks					
		Line Owned			Line Operated			Line Owned			Line Operated			Line Owned			Line Operated		
		Main line	Branches and spurs	Under lease	Under contract	Under track-age rights	Total single track mileage	Main line	Branches and spurs	Under lease	Under contract	Under track-age rights	Total all tracks operated	Main line	Branches and spurs	Under lease	Under contract	Under track-age rights	Total all tracks owned
1	Albia Light & Railway <sup>a</sup>	1.50					1.50	1.50					1.50	1.50					1.50
2	Cedar Rapids & Marion City Ry.	2.80					2.80	2.80					2.80	2.80					2.80
3	Charles City Western Ry.	23.30					23.30	23.30					23.30	23.30					23.30
4	Clinton, Davenport & Muscatine Ry.	67.84					67.84	74.50	3.77	7.13	1.15	86.63	67.84					76.15	76.15
5	Colfax Springs Ry.	1.00					1.00	1.00					1.00	1.00					1.00
6	Des Moines & Central Iowa R. R.	29.75					29.75	67.61	7.70	24.01	.94	99.39	67.61	3.20	21.24			84.23	84.23
7	Des Moines Electric Light Co. <sup>b</sup>	5.90		2.30			7.92	8.25	5.90				8.25					8.25	8.25
8	Fl. Dodge, D. M. & Southern R. R.	144.91	4.00	1.37			150.28	150.28					150.28	144.91	4.90			159.81	159.81
9	Iowa Railway & Light Co. <sup>c</sup>	44.49					44.49	44.49					44.49					44.49	44.49
10	Iowa Southern Utilities Co.	29.03					29.03	30.42	3.42	3.31	.13	33.87	29.03					33.87	33.87
11	Mason City & Clear Lake R. R.	16.06					16.06	16.06					16.06					16.06	16.06
12	Oskaloosa & Buxton Electric Ry.	3.50					3.50	3.50					3.50					3.50	3.50
13	Tama & Toledo R. R.	108.12	2.83				110.95	110.95	5.40	20.87	.31	138.63	108.12	2.83	5.40			136.35	136.35
14	Waterloo, C. F. & Northern Ry.	508.81	7.73	3.67	.81	16.74	537.79	537.79	16.90	115.65	2.60	673.00	511.14	7.73	8.75	108.02	2.56	639.10	639.10
15	Total 1925	514.31	7.73	3.67	.81	16.74	543.29	543.29	16.90	114.02	2.6	676.87	516.64	7.73	8.75	107.87	2.56	643.55	643.55
	Total 1924	514.31	7.73	3.67	.81	16.74	543.29	543.29	16.90	114.02	2.6	676.87	516.64	7.73	8.75	107.87	2.56	643.55	643.55
	Increase or decrease, 1925	*5.50					*5.50	*5.50		1.63		*3.87	*5.50					*4.45	*4.45

<sup>a</sup>Decrease.<sup>b</sup>Nine months ended September 30, 1925.<sup>c</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.<sup>d</sup>Succeeded Oskaloosa Traction & Light and includes lines in Oskaloosa of 5.93 miles.<sup>e</sup>In corporate limits of Albia.TABLE 2—CAPITAL STOCK  
PART 1

Number	Electric Interurbans	A—With Par Value						
		Par Value of Amount Authorized			Total Par Value Outstanding at Close of Year			
		Common	Preferred	Total	Common	Preferred	Receivables outstanding for standing for installments paid preferred	Total
1	Albia Light & Railway	\$ 400,000.00	\$ 100,000.00	\$ 500,000.00	\$ 400,000.00	\$ 100,000.00		\$ 500,000.00
2	Cedar Rapids & Marion City Ry.	300,000.00		300,000.00	300,000.00			300,000.00
3	Charles City Western Ry.	2,000,000.00		2,000,000.00	2,000,000.00			2,000,000.00
4	Clinton, Davenport & Muscatine Ry.	25,000.00		25,000.00	25,000.00			25,000.00
5	Colfax Springs Ry.	1,200,000.00		1,200,000.00	1,200,000.00			1,200,000.00
6	Des Moines & Central Iowa R. R.	3,500,000.00	2,000,000.00	5,500,000.00	2,634,000.00	1,866,100.00		3,997,100.00
7	Des Moines Electric Light Co. <sup>a</sup>	3,000,000.00	7,000,000.00	10,000,000.00	8,500,000.00	5,322,826.67	\$ 25,826.91	13,648,653.58
8	Fl. Dodge, D. M. & Southern R. R.	20,000,000.00	15,000,000.00	35,000,000.00	35,000,000.00			35,000,000.00
9	Iowa Railway & Light Co. <sup>b</sup>	1,000,000.00	5,000,000.00	6,000,000.00	6,000,000.00			6,000,000.00
10	Iowa Southern Utilities Co.	500,000.00		500,000.00	500,000.00			500,000.00
11	Mason City & Clear Lake R. R.	100,000.00		100,000.00	100,000.00			100,000.00
12	Oskaloosa & Buxton Electric Ry.	3,335,000.00	1,665,000.00	5,000,000.00	2,333,660.00	664,000.00		2,997,660.00
13	Tama & Toledo R. R.							
14	Waterloo, C. F. & Northern Ry.							
15	Total	\$ 35,330,000.00	\$ 30,765,000.00	\$ 66,125,000.00	\$ 17,039,660.00	\$ 11,040,926.67	\$ 25,826.91	\$ 29,012,413.58

<sup>a</sup>Succeeds Oskaloosa Traction & Light Co.<sup>b</sup>Nine months ended September 30, 1925.<sup>c</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 2—CAPITAL STOCK—Continued

## PART 2

Number	Electric Interurbans	A—With Par Value						B—Without Par Value		
		Total par value nominaly issued and nominaly outstanding at close of year—in treasury	Total Par Value Actually Outstanding at Close of Year				Par value of amount nominaly but not actually issued to close of year— common	Number of shares authorized— common	Number of shares outstanding at close of year— common	Cash value of con- sideration received for stocks actually outstanding— common
			Common	Preferred	Receipts out- standing or installments paid—pre- ferred	Total				
1	Albia Light & Railway.....		\$ 400,000.00	\$ 100,000.00		\$ 500,000.00				
2	Cedar Rapids & Marion City R.									
3	Charles City Western Ry.....	9,600.00	200,400.00			200,400.00	\$ 9,600.00			
4	Clinton, Davenport & Muscatine Ry.	275,000.00	1,725,000.00			1,725,000.00	275,000.00			
5	Colfax Springs Ry.....		25,000.00			25,000.00	25,000.00			
6	Des Moines & Central Iowa R. R.		1,160,000.00			1,160,000.00				
7	Des Moines Electric Light Co.*									
8	Ft. Dodge, D. M. & Southern t. R.		2,634,000.00	1,368,100.00		3,997,100.00				
9	Iowa Railway & Light Co.*									
10	Iowa Southern Utilities Co.....		8,500,000.00	5,122,826.67	\$ 25,826.91	3,648,653.58				
11	Mason City & Clear Lake R. R.		400,000.00	3,800,000.00	437.46	3,800,437.46		\$ 50,000.00	\$ 10,000.00	\$ 10,000.00
12	Oskaloosa & Buxton Electric R.		170,900.00			170,900.00				
13	Tama & Toledo R. R.....		23,300.00			23,300.00				
14	Waterloo, C. F. & Northern R.		2,333,000.00	664,000.00		2,997,000.00				
15	Total.....	\$ 384,000.00	\$17,661,650.00	\$11,049,926.67	\$ 26,284.37	\$28,737,861.04	\$ 309,600.00	\$ 50,000.00	\$ 10,000.00	\$ 10,000.00

\*Par value of total amount required after actual issue and held alive—common.

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 2—CAPITAL STOCK—Continued  
PART 3—AMOUNT OF INTEREST ACCRUED DURING YEAR

Number	Electric Interurbans	Stocks Issued During Present Year							Cash Value of Other Property Acquired or Services Received in Consideration for Issue		
		Par Value			Cash Received as Consideration for Issue			Net total discounts preferred	Common	Preferred	Total
		Common	Preferred	Total	Common	Preferred	Total				
1	Albia Light & Railway.....										
2	C. R. & M. City Ry.....										
3	Charles City Western Ry.....										
4	C. D. & M. Ry.....										
5	Colfax Springs Ry.....	\$ 25,000.00		\$ 25,000.00	\$ 25,000.00		\$ 25,000.00				
6	D. M. & Central Iowa R. R.										
7	D. M. Elec. Light Co.....										
8	Ft. D., D. M. & S. R. R.										
9	Iowa Ry. & Light Co.*		\$ 435,797.93	435,797.93		\$ 435,797.93	435,797.93				
10	Iowa Ry. & L. Corp.*	\$ 8,500,000.00	5,148,653.58	13,648,653.58		4,128,653.58	4,128,653.58		\$ 8,500,000.00	\$1,020,000.00	\$9,520,000.00
11	Iowa Southern Utilities Co.		*2,800,000.00	2,800,000.00	1,000,000.00	2,821,153.42	3,821,153.42	\$28,846.58			
12	M. C. & Clear Lake R. R.										
13	Oskaloosa & B. Elec. Ry.....										
14	Tama & Toledo R. R.....										
15	W., C. F. & N. Ry.....										
16	Total.....	\$ 8,525,000.00	\$ 8,434,451.51	\$16,959,451.51	\$ 1,025,000.00	\$ 7,385,604.93	\$ 8,410,994.93	\$28,846.58	\$8,500,000.00	\$1,020,000.00	\$9,520,000.00

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*\$1,000,000.00 included with no par value.



TABLE 3—UNMATURED FUNDED DEBT  
PART 1

Number	Electric Interurbans	Par Value of Extent of Indebtedness Authorized					Total Par Value Outstanding at Close of Year				
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Grand total	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Grand total
1	Albia Light & Railway.....	\$ 500,000				\$ 500,000.00	\$ 500,000				\$ 500,000.00
2	C. R. & M. City Ry.....										
3	Charles City Western Ry.....	1,000,000				1,000,000.00	384,000	\$ 140,000			524,000.00
4	C. D. & M. Ry.....										
5	Colfax Springs Ry.....										
6	D. M. & Central Iowa R. R.	2,500,000	\$ 635,500			\$ 3,135,500.00	1,428,500	635,500			\$ 2,064,000.00
7	D. M. Elec. Light Co.....	6,500,000				6,500,000.00					
8	Fl. D. D. M. & S. R. R.	10,275,000	300,000	\$ 723,394		10,998,394.00	5,450,000	200,000	\$ 437,854.00		\$ 6,087,854.00
9	Iowa Ry. & Light Co. <sup>a</sup>	410,000,000	425,550	112,500		410,538,050.00	12,072,000				12,072,000.00
10	Iowa Ry. & L. Corp. <sup>b</sup>	closed issue		\$ 24,453.05		24,453.05	9,587,000		420,354.80		10,007,354.80
11	Iowa Southern Utilities Co.								980,000.00	\$ 15,412.52	\$ 1,165,412.52
12	M. O. & Clear Lake R. R.	2,500,000				2,500,000.00	316,000				316,000.00
13	Oskaloosa & B. Elec. Ry.....	1,500,000				1,500,000.00	42,000				42,000.00
14	Tama & Toledo R. R.	150,000				150,000.00	25,000				25,000.00
15	W., C. F. & N. Ry.....	25,000,000	1,300,000		122,169.44	26,322,169.44	7,975,000	1,300,000		19,970.78	9,254,970.78
	Total.....	\$ 55,075,000	\$ 2,516,050	\$ 848,344	\$ 156,612.49	\$ 58,596,006.49	\$ 37,780,400	\$ 2,233,500	\$ 1,830,108.80	\$ 35,883.30	\$ 41,883,892.10

<sup>a</sup>1st 5½'s, 7's, 8's unlimited.<sup>b</sup>Gold notes unlimited.<sup>c</sup>0% gold notes, all others closed issue.<sup>d</sup>Nine months ended September 30, 1925.<sup>e</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.TABLE 3—UNMATURED FUNDED DEBT—Continued  
PART 2

Number	Electric Interurbans	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year			Total Par Value Actually Outstanding at Close of Year				
		In treasury—mortgage bonds	Pledged as collateral—mortgage bonds	In sinking or other funds—mortgage bonds	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Grand total
1	Albia Light & Railway.....				\$ 500,000.00				\$ 500,000.00
2	Cedar Rapids & Marion City Ry.....								
3	Charles City Western Ry.....		\$ 200,002.00		183,908.00	\$ 140,000.00			\$ 323,908.00
4	Clinton, Davenport & Muscatine Ry.....								
5	Colfax Springs Ry.....								
6	Des Moines & Central Iowa R. R.		800,000.00		502,500.00	635,300.00			1,137,800.00
7	Des Moines Electric Light Co.....								
8	Fl. Dodge, D. M. & Southern R. R.		600,000.00		5,430,000.00	200,000.00	\$ 420,354.80		\$ 6,050,354.80
9	Iowa Railway & Light Co. <sup>a</sup>								
10	Iowa Railway & Light Corporation <sup>b</sup>				12,072,000.00				12,072,000.00
11	Iowa Southern Utilities Co.			\$ 64,300.00	9,523,600.00		420,354.80	\$ 15,412.52	\$ 10,019,912.52
12	Mason City & Clear Lake R. R.				316,000.00				316,000.00
13	Oskaloosa & Buxton Electric Ry.....				42,000.00				42,000.00
14	Tama & Toledo R. R.				25,000.00				25,000.00
15	Waterloo, C. F. & Northern Ry.....	\$ 2,000.00	2,200,000.00		5,775,000.00	1,300,000.00		19,970.78	7,652,970.78
	Total.....	\$ 2,000.00	\$ 3,800,002.00	\$ 64,300.00	\$ 34,445,008.00	\$ 2,233,500.00	\$ 1,841,109.14	\$ 35,283.30	\$ 38,558,899.44

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 3—UNMATURED FUNDED DEBT—Continued

## PART 3

Number	Electric Interurbans	Amount of Interest Accrued During Year						
		Charged to Income					Charged to Construction or Other Investment Account	
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Grand total	Mortgage bonds	Miscellaneous obligations
1	Abbia Light & Railway	\$ 25,000.00				\$ 25,000.00		
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.	11,440.00				11,440.00		
4	Clinton, Davenport & Muscatine Ry.							
5	Colfax Springs Ry.							
6	Des Moines & Central Iowa R. R.	42,187.50	38,010.00			80,197.50		
7	Des Moines Electric Light Co.							
8	Ft. Dodge, Des Moines & Southern R. R.	224,701.45	12,000.00	34,723.00		321,515.32		
9	Iowa Railway & Light Co. <sup>a</sup>	311,126.40	29,184.82	3,122.14		364,503.56		
10	Iowa Railway & Light Corporation <sup>b</sup>	165,900.00		7,256.30		173,156.30	\$ 36,966.07	\$ 5,995.78
11	Iowa Southern Utilities Co.	421,870.30		49,691.45		471,461.84		\$ 45,922.45
12	Mason City & Clear Lake R. R.	18,901.00				18,901.00		
13	Oskaloosa & Buxton Electric Ry.	2,523.00				2,523.00		
14	Tama & Toledo R. R.	1,500.00				1,500.00		
15	Waterloo, C. F. & Northern W.	288,650.00	75,000.00		\$ 2,325.40	366,575.40		
	Total	\$ 1,506,746.10	\$ 154,194.82	\$ 94,703.01	\$ 2,325.40	\$ 1,841,829.59	\$ 36,966.07	\$ 5,995.78

<sup>a</sup>Accrued interest balance at date of reorganization.<sup>b</sup>Nine months ended September 30, 1925.<sup>c</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 3—UNMATURED FUNDED DEBT—Continued

## PART 4—AMOUNT OF INTEREST PAID DURING YEAR

Number	Electric Interurbans	Amount of Interest Paid During Year					Total par value non-interest actually paid—mortgage bonds	Total par value non-interest actually paid—equipment issue and held alive at close of year—mortgage bonds
		Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Equipment obligations	Grand total		
1	Abbia Light & Railway	\$ 25,000.00				\$ 25,000.00		
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.	16,500.00	\$ 12,000.00			28,500.00	\$ 200,000.00	
4	Clinton, Davenport, & Muscatine Ry.							
5	Colfax Springs Ry.							
6	Des Moines & Central Iowa R. R.	42,300.00	38,010.00			80,310.00	800,000.00	
7	Des Moines Electric Light Co.							
8	Ft. Dodge, Des Moines & Southern R. R.	215,000.00	12,000.00	\$ 40,047.28		327,047.28		
9	Iowa Railway & Light Co. <sup>a</sup>	491,347.83	23,759.70	3,389.01		520,496.63		
10	Iowa Railway & Light Corporation <sup>b</sup>			7,565.78		7,565.78		
11	Iowa Southern Utilities Co.	457,516.53		48,020.07		505,536.60	64,300.00	\$ 64,300.00
12	Mason City & Clear Lake R. R.	18,900.00				18,900.00		
13	Oskaloosa & Buxton Electric Ry.	2,523.00				2,523.00		
14	Tama & Toledo R. R.							
15	Waterloo, Cedar Falls & Northern Ry.				\$ 2,325.40	2,325.40	2,302,000.00	
	Total	\$ 1,329,304.33	\$ 88,369.70	\$ 90,022.14	\$ 2,325.40	\$ 1,511,921.69	\$ 3,332,302.00	\$ 64,300.00

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.



TABLE 3—UNMATURED FUNDED DEBT—Continued  
PART 5—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurbans	Mortgage Bonds						Total mortgage bonds	Collateral trust bonds %
		5%	5½%	6%	7%	7½%	8%		
1	Albia Light & Railway.....	\$ 500,000						\$ 500,000	
2	Cedar Rapids & Marion City Ry.....								
3	Charles City Western Ry.....			\$ 188,908				188,908	140,000
4	Clinton, Davenport, & Muscatine Ry.....								
5	Colfax Springs Ry.....								
6	Des Moines & Central Iowa R. R.....					\$ 502,500		502,500	688,500
7	Des Moines Electric Light Co.....								
8	Pt. Dodge, Des Moines & Southern R. R.....	5,450,000						5,450,000	230,000
9	Iowa Railway & Light Co. <sup>a</sup> .....								
10	Iowa Railway & Light Corporation <sup>b</sup> .....	6,372,000	\$ 4,000,000		\$ 500,000		\$ 1,000,000	12,872,000	
11	Iowa Southern Utilities Co.....	1,646,500	3,300,000	2,876,200			\$1,700,000	9,522,000	
12	Mason City & Clear Lake R. R.....			316,000				316,000	
13	Oskaloosa & Buxton Electric Ry.....			42,000				42,000	
14	Tama & Toledo R. R.....			25,000				25,000	
15	Waterloo, Cedar Falls & Northern Ry.....	5,773,000						5,773,000	1,200,000
	Total.....	\$ 10,941,500	\$ 7,300,000	\$ 3,443,198	\$ 500,000	\$ 502,500	\$ 2,700,000	\$ 34,448,008	\$ 2,233,500

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1923, to Dec. 31, 1925.

<sup>c</sup>6% and 8%.

TABLE 3—UNMATURED FUNDED DEBT—Continued  
PART 6—ACTUALLY OUTSTANDING AT CLOSE OF YEAR AND RATE PER CENT PER ANNUM

Number	Electric Interurbans	Miscellaneous Obligations					Total miscellaneous obligations	Equipment obligations %	Grand total unmatured funded debt
		5½%	5½%	6%	6½%	7%			
1	Albia Light & Railway.....								\$ 500,000.00
2	Cedar Rapids & Marion City Ry.....								
3	Charles City Western Ry.....								323,908.00
4	Clinton, Davenport, & Muscatine Ry.....								
5	Colfax Springs Ry.....								1,106,000.00
6	Des Moines & Central Iowa R. R.....								
7	Des Moines Electric Light Co.....								
8	Pt. Dodge, D. M. & Southern R. R.....			\$ 2,000		\$ 437,854.25	439,854.25		6,089,854.25
9	Iowa Railway & Light Co. <sup>a</sup> .....								
10	Iowa Railway & Light Corporation <sup>b</sup> .....	\$ 3,500	\$ 410,950	2,000	2,000.80	905.00	420,354.80		12,492,354.80
11	Iowa Southern Utilities Co.....	5,000	15,000	960,900			980,900.00	\$ 115,412.52	10,519,912.52
12	Mason City & Clear Lake R. R.....								316,000.00
13	Oskaloosa & Buxton Electric Ry.....								42,000.00
14	Tama & Toledo R. R.....								25,000.00
15	Waterloo, C. F. & Northern Ry.....								19,970.78
	Total.....	\$ 8,500	\$ 425,950	\$ 964,900	\$ 2,900.80	\$ 438,759.25	\$ 1,841,109.14	\$ 35,383.30	\$ 28,538,090.44

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1923, to Dec. 31, 1925.

<sup>c</sup>Gold notes at rates of 5½%, 6½%, 7%, 7½% and 8%.

<sup>d</sup>No interest rate given.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT  
PART 1—TOTAL INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR

Number	Electric Interurbans	Investment in Additions and Betterments During Year*				
		Expenditures for way and structures	Expenditures for equipment	Expenditures for power	Expenditures for general and miscellaneous	Grand total expenditures
1	Albia Light & Railway.....	\$ 61,801.08	\$ 90.24	\$ 5,877.12		\$ 67,768.44
2	Cedar Rapids & Marion City Ry.....					
3	Charles City Western Ry.....	600.35	19,060.04			19,660.39
4	Clinton, Davenport, & Muscatine Ry.....	22,513.35	46,827.11	868.87	1,107.53	71,316.86
5	Colfax Springs Ry.....					
6	Des Moines & Central Iowa R. R.....	18,618.65	1,630.00	5,071.00		25,319.65
7	Des Moines Electric Light Co.....					
8	Ft. Dodge, Des Moines & Southern R. R.....	30,140.49	239,418.85	22,581.19		392,140.53
9	Iowa Railway & Light Co.*.....	904,343.78	238,667.48	3,739,508.49	1,316,832.90	6,298,352.65
10	Iowa Railway & Light Corporation <sup>b</sup> .....	31,102.37	213.17	771,025.46	24,169,806.97	24,972,141.97
11	Iowa Southern Utilities Co.....	6,468.67	1,242.10			7,710.77
12	Mason City & Clear Lake R. R.....	31,430.22	1,800.76		413.72	33,644.70
13	Oskaloosa & Buxton Electric Ry.....					
14	Tama & Toledo R. R.....	434.40	9,037.42		5,464.44	14,936.26
15	Waterloo, Cedar Falls & Northern Ry.....	1,001.18	154,074.17	535.32		155,610.67
	Total.....	\$ 949,370.48	\$ 373,723.74	\$ 2,944,162.17	\$ 22,848,500.88	\$ 18,581,344.49

\*Credit.

\*No investment in new lines and extensions during year.

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT—Continued  
PART 2—INVESTMENT IN ROAD AND EQUIPMENT

Number	Electric Interurbans	Investment in Road and Equipment at Close of Year				
		Investment to December 31, 1925	Investment from December 31, 1925 to June 30, 1926	Investment since June 30, 1926	Total investment in road and equipment	Average investment per mile of road owned
1	Albia Light & Railway.....			\$ 979,174.43	979,174.43	1.50
2	Cedar Rapids & Marion City Ry.....					2.80
3	Charles City Western Ry.....		436,174.06	267,512.69	703,686.75	23.35
4	Clinton, Davenport, & Muscatine Ry.....	1,361,304.01	1,038,639.36	250,233.40	2,650,176.77	67.84
5	Colfax Springs Ry.....	25,565.32	180.70		25,746.02	1.00
6	Des Moines & Central Iowa R. R.....	2,460,382.92	346,516.30	619,031.57	3,425,930.79	59.72
7	Des Moines Electric Light Co.....					5.95
8	Ft. Dodge, Des Moines & Southern R. R.....		7,327,458.01	3,476,513.89	10,803,971.90	149.81
9	Iowa Railway & Light Co.*.....	3,200,626.28	3,006,764.31	6,386,450.50	12,593,841.09	44.49
10	Iowa Railway & Light Corporation <sup>b</sup> .....			24,092,337.97	24,092,337.97	29.62
11	Iowa Southern Utilities Co.....		289,148.70	905,645.78	1,194,794.48	16.06
12	Mason City & Clear Lake R. R.....		764,538.84	317,272.02	1,081,810.86	2.80
13	Oskaloosa & Buxton Electric Ry.....		105,381.50	30,841.02	136,222.52	3.00
14	Tama & Toledo R. R.....			157,563.15	157,563.15	3.00
15	Waterloo, Cedar Falls & Northern Ry.....	2,441,886.86	4,653,505.83	2,341,086.41	9,436,479.10	110.96
	Total.....	\$ 9,582,907.79	\$ 18,045,134.02	\$ 27,808,076.01	\$ 55,536,117.82	\$ 109,844.88

\*Credit.

\*Abandoned.

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Exclusive of C. R. &amp; M. C. and Des M. E. L. mileage.



TABLE 5—INCOME ACCOUNT  
PART 1—OPERATING INCOME

Number	Electric Interurbans	Railway operating revenues	Railway operating expenses	Net revenue railway operations	Auxiliary Operations			Net operating revenue	Taxes assignable to railway operations	Operating income
					Revenues	Expenses	Net revenue			
1	Albia Light & Railway.....	\$ 3,001.07	\$ 10,752.82	\$ *6,761.75				\$ *6,761.75	\$ 3,500.43	\$ *9,332.18
2	Cedar Rapids & Marion City Ry.....	53,854.20	34,908.94	18,945.26				18,945.26	3,181.05	15,083.43
3	Charles City Western Ry.....	16,348.87	64,633.70	28,685.17				28,685.17	6,974.17	21,711.00
4	Clinton, Davenport & Muscatine Ry.....	356,212.24	371,774.14	21,438.10	\$ 29,648.05	\$ 13,673.53	\$ 15,974.52	\$ 37,412.62	\$ 24,279.11	\$ 13,133.51
5	Colfax Springs Ry.....		79.11	*79.11				*79.11		*79.11
6	Des Moines & Central Iowa R. R.....	570,923.06	530,611.48	40,311.58				40,311.58	21,400.00	24,911.58
7	Des Moines Electric Light Co.....									
8	Ft. Dodge, D. M. & Southern R. R.....	1,639,404.19	1,308,411.72	331,992.47	854,770.54	224,083.19	130,683.35	432,677.82	18,894.88	1,004,655.06
9	Iowa Railway & Light Co.*.....	412,401.71	357,107.84	55,293.87	1,885,408.77	947,491.71	937,917.06	1,023,399.90	6,500.00	997,309.50
10	Iowa Railway & Light Corporation <sup>b</sup> .....	179,895.81	105,331.74	74,564.07	1,003,067.44	473,772.01	529,295.43	603,800.50	9,373.31	18,506.62
11	Iowa Southern Utilities Co.....	136,629.23	110,401.70	26,227.53	3,678.72	2,020.21	1,658.51	27,879.06	7,802.65	38,466.14
12	Mason City & Clear Lake R. R.....	107,179.06	120,822.17	46,357.79				46,357.79		
13	Oskaloosa & Buxton Electric Ry.....									
14	Tama & Toledo R. R.....	37,408.97	37,590.63	*14,131.06				*14,131.06	1,022.99	*15,234.18
15	Waterloo, C. F. & Northern Ry.....	827,352.90	840,791.98	*13,438.09				*13,438.09	48,100.12	*62,005.11
	Total.....	\$1,408,721.40	\$3,803,368.05	\$635,363.37	\$3,270,543.59	\$1,601,048.65	\$1,615,494.87	\$2,250,858.24	\$230,340.68	\$2,011,517.56

\*Deficit.

\*Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 5—INCOME ACCOUNT—Continued  
PART 2—NON-OPERATING INCOME

Number	Electric Interurbans	Miscellaneous rent income	Net income from miscellaneous physical property	Dividend income	Income from funded securities	Income from unfunded securities and accounts	Income from sinking fund and other reserves	Miscellaneous income	Total non-operating income	Gross income
1	Albia Light & Railway.....		\$ 37,572.13						\$ 37,572.13	\$ 28,249.95
2	Cedar Rapids & Marion City Ry.....									15,083.43
3	Charles City Western Ry.....									21,711.00
4	Clinton, Davenport & Muscatine Ry.....	\$ 2,351.00	100.53		\$ 6.67	\$ 1,927.94			4,385.13	17,526.64
5	Colfax Springs Ry.....	25.29							25.29	*63.91
6	Des Moines & Central Iowa R. R.....					1,453.05		\$ 313.29	1,766.34	26,997.83
7	Des Moines Electric Light Co.....									
8	Ft. Dodge, D. M. & Southern R. R.....		806.14		2,076.37	3,774.45			6,656.96	370,079.07
9	Iowa Railway & Light Co.*.....	6,397.52	201,818.98	\$ 8,653.47	0,424.75	6,712.05		1,326.68	234,343.45	1,238,945.50
10	Iowa Railway & Light Corporation <sup>b</sup> .....	1,725.37		2,982.07	66.45	18,101.42		321.70	23,397.01	691,706.51
11	Iowa Southern Utilities Co.....		972,648.33				\$ 1,875.97	26,350.99	1,009,574.29	1,019,284.82
12	Mason City & Clear Lake R. R.....		1,202.07			504.80			1,706.87	40,232.01
13	Oskaloosa & Buxton Electric Ry.....				8,974.90				8,974.91	8,974.91
14	Tama & Toledo R. R.....	457.19							457.19	*14,767.39
15	Waterloo, C. F. & Northern Ry.....	2,356.70						121.10	2,477.80	*59,127.31
	Total.....	\$ 13,313.97	\$ 1,214,214.18	\$ 11,635.54	\$ 90,550.15	\$ 33,493.71	\$ 1,878.97	\$ 28,633.58	\$1,322,729.10	\$3,334,246.60

\*Deficit.

\*Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 5—INCOME ACCOUNT—Continued  
PART 3—DEDUCTIONS FROM GROSS INCOME AND PROFIT AND LOSS BALANCE

Number	Electric Interurbans	Deductions From Gross Income							Income balance trans-ferred to profit and loss
		Rent for leased roads	Miscellaneous rents	Miscellaneous taxes	Interest on funded debt	Interest on unfunded debt	Amortization of discount on funded debt	Miscellaneous debits	
1	Albia Light & Railway			\$ 2,369.57	\$ 25,000.00	\$ 1,451.16	\$ 1,459.08	\$ 200.03	\$ 30,771.06
2	Cedar Rapids & Marion City Ry								15,681.43
3	Charles City Western Ry		\$ 18.00		19,440.00	1,000.00			1,192.94
4	Clinton, Davenport & Muscatine Ry	\$ 108,459.30	1,798.20						162,730.95
5	Colfax Springs Ry								53.91
6	Des Moines & Central Iowa R. R.				68,902.25	25,622.69	2,080.08	882.67	124,477.36
7	Des Moines Electric Light Co.								97,779.43
8	Pt. Dodge, D. M. & Southern R. R.	10,468.08	5,422.80		321,515.33	1,698.38	13,538.39	5,717.12	357,360.76
9	Iowa Railway & Light Co. <sup>a</sup>			141,208.42	364,503.56	42,775.97	48,522.44		507,019.38
10	Iowa Railway & Light Corporation <sup>b</sup>			48,069.59	173,156.36	13,118.70	19,002.91		354,327.59
11	Iowa Southern Utilities Co.			89,887.99	471,461.84	33,391.30	23,196.80	6,103.14	618,966.07
12	Mason City & Clear Lake R. R.		12.00		39,821.64			232.16	40,048.80
13	Oskaloosa & Buxton Electric Ry			2,520.00			116.03		2,636.03
14	Tama & Toledo R. R.			12,457.95	17.05				12,475.00
15	Waterloo, C. F. & Northern Ry		130.00		306,575.40	53,208.91	50,004.36	304.29	472,372.96
	Total	\$ 108,928.07	\$ 7,331.06	\$ 282,025.57	\$ 1,855,532.00	\$ 201,130.06	\$ 102,137.95	\$ 13,498.03	\$ 2,601,233.00

\*Deficit.

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 6—PROFIT AND LOSS STATEMENT  
PART 1—DEBITS

Number	Electric Interurbans	Debit balance at beginning of year	Debit balance transferred from income account	Appropriations of surplus to sinking fund and other reserves	Dividends appropriations to surplus	Appropriations of surplus for investment in physical property	Stock discount extinguished through surplus
1	Albia Light & Railway	\$ 35,484.84	\$ 2,361.05				
2	Cedar Rapids & Marion City Ry						
3	Charles City Western Ry	92,035.00					
4	Clinton, Davenport, & Muscatine Ry	707,902.00	142,730.95				
5	Colfax Springs Ry	5,467.24	53.91				
6	Des Moines & Central Iowa R. R.	180,004.00	97,779.43				
7	Des Moines Electric Light Co.						
8	Pt. Dodge, Des Moines & Southern R. R.				\$ 95,417.00		
9	Iowa Railway & Light Co. <sup>a</sup>				424,454.32		
10	Iowa Railway & Light Corporation <sup>b</sup>			\$ 100,000.00	141,583.47	\$ 3,441.90	
11	Iowa Southern Utilities Co.				314,019.29	38,001.27	\$ 4,064.80
12	Mason City & Clear Lake R. R.						
13	Oskaloosa & Buxton Electric Ry				6,338.25		
14	Tama & Toledo R. R.	97,972.30	27,243.29				
15	Waterloo, Cedar Falls & Northern Ry	2,006,000.07	531,509.27			1,542.18	
	Total	\$ 3,122,304.04	\$ 801,828.90	\$ 100,000.00	\$ 981,803.30	\$ 43,975.35	\$ 4,064.80

\*Deficit.

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.



TABLE 6—PROFIT AND LOSS STATEMENT—Continued  
PART 2—DEBITS—Concluded

Number	Electric Interurbans	Debit discount extinguished through surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Delayed income debts	Miscellaneous debts	Balance carried over to balance sheet	Total
1	Albia Light & Railway			\$ 57,866.37				\$ 57,866.37
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.					\$ 126.46		92,756.55
4	Clinton, Davenport & Muscatine Ry.					1,741.07		802,374.02
5	Colfax Springs Ry.					5,821.15		5,821.15
6	Des Moines & Central Iowa R. R.		\$ 6,861.48	81.79				288,763.80
7	Des Moines Electric Light Co.							
8	Ft. Dodge, D. M. & Southern R. R.	\$ 3,541.85		3,538.75		5,703.00	490,958.44	300,159.70
9	Iowa Railway & Light Co. <sup>a</sup>					1,039,982.34		1,464,439.66
10	Iowa Railway & Light Corporation <sup>b</sup>					6,006.12	707,871.89	900,893.38
11	Iowa Southern Utilities Co.		2,469.58			2,200.58	292,700.00	654,530.45
12	Mason City & Clear Lake R. R.		300.00				329.87	6,238.25
13	Oskaloosa & Buxton Electric Ry.					1,482.00		126,008.00
14	Tama & Toledo R. R.					1,500.00		2,500,338.37
15	Waterloo, C. F. & Northern Ry.			49,736.85				
	Total	\$ 3,541.85	\$ 9,622.06	\$ 111,212.73		\$ 1,063,185.30	\$ 1,491,770.13	\$ 7,733,208.55

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 6—PROFIT AND LOSS STATEMENT—Continued  
PART 3—CREDITS

Number	Electric Interurbans	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Balance carried over to balance sheet	Total
1	Albia Light & Railway						\$ 3,500.00	\$ 88,302.26	\$ 91,802.26
2	Cedar Rapids & Marion City Ry.						99.33	91,464.28	92,756.55
3	Charles City Western Ry.		\$ 1,122.94				103.25	802,374.02	802,374.02
4	Clinton, Davenport & Muscatine Ry.							5,821.15	5,821.15
5	Colfax Springs Ry.							288,001.38	288,763.80
6	Des Moines & Central Iowa R. R.						*6,672.42		
7	Des Moines Electric Light Co.								
8	Ft. Dodge, D. M. & Southern R. R.	\$ 983,616.16	12,718.91	953.59			1,871.08	300,159.70	
9	Iowa Railway & Light Co. <sup>a</sup>	680,100.33	641,098.12				123,259.21	1,464,439.66	
10	Iowa Railway & Light Corporation <sup>b</sup>		306,378.92				500,072.56	900,893.38	
11	Iowa Southern Utilities Co.	215,006.43	400,448.75			\$ 3,441.90		654,530.45	
12	Mason City & Clear Lake R. R.	300.00	143.21			38,901.27	27.00	329.87	
13	Oskaloosa & Buxton Electric Ry.		6,398.25					6,398.25	
14	Tama & Toledo R. R.							126,008.00	
15	Waterloo, C. F. & Northern Ry.						23.37	2,500,315.00	2,500,338.37
	Total	\$ 1,483,571.58	\$ 1,429,169.10	\$ 953.59		\$ 42,433.17	\$ 735,998.22	\$ 4,096,722.90	\$ 7,733,208.55

\*Income tax refunded.

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 7—RAILWAY OPERATING REVENUES  
PART 1—REVENUE FROM TRANSPORTATION

Number	Electric Interurbans	Passenger revenue	Baggage revenue	Parlor, sleeping, dining and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation
1	Albia Light & Railway.....	\$ 2,647.15				\$ 5,663.85					\$ 2,647.15
2	Cedar Rapids & Marion City Ry.....	48,002.96									53,636.81
3	Charles City Western Ry.....	5,567.31	30.97		\$ 525.84		\$ 420.40	\$ 85,361.72	\$ 146.25		92,022.48
4	Clinton, Davenport & Muscatine Ry.....	254,478.71	1,230.42	\$ 963.98	2,303.75	13.00	2,015.00	121,066.46	976.82	\$ 35.00	282,023.98
5	Colfax Springs Ry.....										
6	Des Moines & Central Iowa R. R.....	32,335.32	309.32	1,545.46	892.04	3,414.30	2,331.81	386,232.94	21,022.23	195.75	508,237.27
7	Des Moines Electric Light Co.....	16,877.58					175.04				17,052.62
8	Ft. Dodge, D. M. & Southern R. R.....	317,328.69	1,032.93	806.00	3,506.94	8,009.88		804,633.20	30,439.88		1,256,877.58
9	Iowa Railway & Light Co.*.....	174,322.63	1,032.79		953.40	7,409.42	2,637.00	206,410.74	10,749.83	*45.90	403,700.87
10	Iowa Railway & Light Corporation*.....	78,018.11	249.15		317.82	2,600.47	732.54	88,817.90	2,825.03		173,635.08
11	Iowa Southern Utilities Co.....	52,085.77	885.27		2,457.00	2,870.00	114.68	71,401.86	5,038.16		135,292.79
12	Mason City & Clear Lake R. R.....	76,679.15	85.72	90.00	298.39		2.45	74,184.86	10,792.01		161,515.61
13	Oskaloosa & Buxton Electric Ry.....										
14	Tama & Toledo R. R.....	11,879.62			686.14	2,324.12		8,005.94			22,889.22
15	Waterloo, C. F. & Northern Ry.....	456,938.80	1,128.43		1,788.16	7,107.00	3,286.10	303,836.23	7,303.23		782,522.58
	Total.....	\$ 1,380,717.70	\$ 6,495.10	\$ 3,406.30	\$13,724.50	\$39,492.07	\$2,336.70	\$ 2,242,111.40	\$89,403.44	\$ 174.85	\$ 3,008,022.44

\*Debit.

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 7—RAILWAY OPERATING REVENUES—Continued  
PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS

Number	Electric Interurbans	Station and car privileges	Parcel room receipts	Storage	Demurrage	Tracks and facilities	Equipment	Building and other property	Power	Miscellaneous	Total revenue from other railway operations	Grand total operating revenues
1	Albia Light & Railway.....	\$ 61.88				\$ 765.72				\$ 516.32	\$ 1,343.92	\$ 3,901.07
2	Cedar Rapids & Marion City Ry.....	175.00								52.51	227.51	53,864.32
3	Charles City Western Ry.....			\$ 6.35	\$ 295.00		\$ 737.18			1,226.39	90,345.87	
4	Clinton, Davenport & Muscatine Ry.....	1,167.67		144.44	919.40	5,056.59	1,410.75	778.81		1.00	9,518.26	29,232.24
5	Colfax Springs Ry.....											
6	Des Moines & Central Iowa R. R.....	719.07		230.08	4,073.00		16,037.95	450.00	\$47,130.71	13.98	68,665.79	276,923.06
7	Des Moines Electric Light Co.....	351.82									351.82	17,304.84
8	Ft. Dodge, D. M. & Southern R. R.....	1,068.37	\$ 168.10	\$ 844.94	\$ 3,389.00		365,104.35	2,182.54		828.21	373,235.61	1,630,401.19
9	Iowa Railway & Light Co.*.....	1,162.95		139.81	3,538.00	12.00		5,057.49		1,839.18	\$ 759.84	412,449.71
10	Iowa Railway & Light Corporation*.....	438.97		72.00	1,832.00	2,750.00		673.70		453.86	6,290.16	179,835.81
11	Iowa Southern Utilities Co.....	225.11	58.00	49.31	423.00		465.00	116.00		1,336.42	130,629.21	
12	Mason City & Clear Lake R. R.....	400.00		35.17	311.00	600.00		4,292.01		22.17	5,606.35	167,179.96
13	Oskaloosa & Buxton Electric Ry.....											
14	Tama & Toledo R. R.....	42.00								431.75	473.75	28,456.97
15	Waterloo, C. F. & Northern Ry.....	1,967.53	639.69	906.95	3,429.00	18.00	23,158.46	1,087.56	15,022.95		44,739.61	827,352.59
	Total.....	\$ 7,677.37	\$ 885.79	\$ 2,149.88	\$17,130.00	\$ 9,232.31	\$ 404,913.63	\$12,834.71	\$63,033.69	\$ 4,199.48	\$22,086.89	\$4,516,026.24

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.



TABLE 8—RAILWAY OPERATING EXPENSES AND OPERATING RATIO

Number	Electric Interurbans	Recapitulation of Expenses							Operating ratio %
		Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Transportation investment—Or.	Grand total operating expenses
1	Albia Light & Railway.....	\$ 371.09	\$ 222.80	\$ 7,391.92	\$ 1,121.06	\$ 559.91	\$ 735.50	\$	\$ 10,792.22
2	Cedar Rapids & Marion City Ry.....	3,141.00	2,737.30	4,859.45	10,597.29	96.31	12,226.78		34,008.94
3	Charles City Western Ry.....	15,486.04	14,811.16	5,533.63	11,196.56	2,002.00	35,573.71		94,063.70
4	Clinton, Davenport & Muscatine Ry.....	66,008.62	37,955.92	72,149.84	109,729.91	4,356.38	80,622.97		371,774.14
5	Colfax Springs Ry.....	37.05					42.00		79.11
6	Des Moines & Central Iowa R. R.....	114,000.26	56,510.45	84,237.00	138,108.65	11,808.07	125,876.46		530,611.48
7	Des Moines Electric Light Co.....	1,831.35	1,452.89	6,179.02	8,801.06		3,170.83		21,545.12
8	Ft. Dodge, D. M. & Southern R. R.....	190,137.42	396,147.06	132,123.42	378,808.71		176,187.59		1,508,411.72
9	Iowa Railway & Light Co. <sup>a</sup> .....	73,104.31	32,822.86	33,273.36	37,458.96	10,182.05	90,196.30		227,107.84
10	Iowa Railway & Light Corporation <sup>b</sup> .....	15,034.79	8,830.09	13,375.53	33,020.76	3,222.02	31,838.65		105,351.74
11	Iowa Southern Utilities Co.....	30,046.26	10,282.03	14,480.19	31,045.33	2,681.04	21,886.51		120,401.76
12	Mason City & Clear Lake R. R.....	14,369.29	16,290.86	13,711.99	41,502.72	1,575.50	33,281.84		120,822.17
13	Oskaloosa & Buxton Electric Ry.....			4,512.49	9,001.05	948.22	6,981.99		37,500.63
14	Tama & Toledo R. R.....	9,570.37	6,516.40	122,855.40	226,117.48	17,881.28	159,063.87		840,791.98
15	Waterloo, C. P. & Northern Ry.....	86,701.73	216,172.22						
	Total.....	\$ 642,040.44	\$ 301,913.15	\$ 514,633.93	\$ 1,087,139.28	\$ 81,370.81	\$ 757,755.47		\$ 3,884,906.16
									\$ 86.02

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 9—TAXES ASSIGNABLE TO RAILWAY OPERATIONS

Number	Electric Interurban	Amount Charged to "Taxes Assignable to Railway Operations" in Income			Taxes assignable to railway operations Iowa
		Other than U. S. government taxes	U. S. government taxes	Grand total taxes	
1	Albia Light & Railway.....				
2	Cedar Rapids & Marion City Railway.....	\$ 2,500.43		\$ 2,500.43	\$ 2,500.43
3	Charles City Western Railway.....	6,974.17		6,974.17	6,974.17
4	Clinton, Davenport & Muscatine Railway.....	24,279.11		24,279.11	24,279.11
5	Colfax Springs Railway.....				
6	Des Moines & Central Iowa Railroad.....	21,400.00		21,400.00	21,400.00
7	Des Moines Electric Light Company.....				
8	Ft. Dodge, Des Moines & Southern Railroad.....	19,941.71	19,313.40	39,255.11	39,255.11
9	Iowa Railway & Light Company <sup>a</sup> .....	18,034.88		18,034.88	18,034.88
10	Iowa Railway & Light Corporation <sup>b</sup> .....	6,500.00		6,500.00	6,500.00
11	Iowa Southern Utilities Company.....	9,373.34		9,373.34	9,373.34
12	Mason City & Clear Lake Railroad.....	8,300.00	*467.35	7,832.65	8,310.00
13	Oskaloosa & Buxton Electric Railway.....				
14	Tama & Toledo Railroad.....	1,092.92		1,092.92	1,092.92
15	Waterloo, Cedar Falls & Northern Railway.....	47,976.12	100.00	48,106.12	47,976.12
	Total.....	\$ 217,122.68	\$ 19,036.05	\$ 236,158.73	\$ 217,072.68

\*Credit.

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE  
PART 1—INVESTMENTS

Number	Electric Interurbans	Road and equipment	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies			Other Investments		
						Stocks	Bonds	Advances	Stocks	Bonds	Notes
1	Albia Light & Railway.....	\$ 979,174.43									
2	Cedar Rapids & Marion City Ry..	693,637.64									
3	Charles City Western Ry.....	2,631,257.67			\$ 1,469,862.18						
4	Clinton, Davenport & Muscatine Ry	20,753.32									
5	Colfax Springs Ry.....	\$ 433,900.79		\$ 300.00	1,651.17				\$ 501.00		
6	Des Moines & Central Iowa R. R.										
7	Des Moines Electric Light Co.....				46,878.10	\$ 253,056.00	\$70,937.73		350.00		
8	Ft. Dodge, D. M. & Southern R. R.	10,833,971.81									
9	Iowa Railway & Light Co.*.....								605,000.49	\$36,111.20	\$17,321.55
10	Iowa Railway & Light Corporation <sup>b</sup>	24,302,337.97	\$10,410.97	1,380.87					2,000.00		
11	Iowa Southern Utilities Co.....	1,194,704.48	2,990.90		14,500,374.79				250.00		
12	Mason City & Clear Lake R. R.....	1,081,010.86			5,904.00						
13	Oskaloosa & Buxton Electric Ry.....	72,537.31						\$ 140,332.90			
14	Tama & Toledo R. R.....	157,503.35									
15	Waterloo, C. F. & Northern Ry.....	9,436,479.10							1,490.00		
	Total.....	\$33,539,128.73	\$13,907.87	\$ 1,680.87	\$16,054,700.24	\$ 253,056.00	\$70,937.73	\$ 140,332.90	\$69,551.49	\$36,111.20	\$17,321.55

\*Decrease.

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 2—INVESTMENTS—Continued—AND CURRENT ASSETS

Number	Electric Interurbans	Other Investments		Total Investments			Current Assets				
		Advances	Miscellaneous	December 31, 1925	December 31, 1924	Increase or decrease 1925	Cash	Special deposits	Loans and notes receivable	Miscellaneous receivable	Material and supplies
1	Albia Light & Railway.....			\$ 979,174.43	\$ 1,035,008.15	\$ *55,803.72	\$ 2,142.90		\$ 7,000.00	\$ 14,017.33	\$ 17,541.37
2	Cedar Rapids & Marion C. Ry.....										
3	Charles City Western Ry.....		693,637.64	712,307.33	*8,659.69	6,772.66				1,276.12	16,204.57
4	Clinton, D. M. & Mus. Ry.....		4,161,179.85	4,090,694.28	70,485.57	26,633.09				12,531.47	9,528.15
5	Colfax Springs Ry.....		26,763.52	26,733.52		2.55					
6	Des Moines & Central Ia. R. R.		3,428,332.90	3,455,172.61	*26,839.65	89,030.03	\$ 0.00		4,559.80	80,000.31	3,500.70
7	Des Moines Electric Light Co.....										
8	Ft. D., D. M. & So. R. R.		11,175,123.64	11,085,919.81	89,213.83	114,914.72	110,868.09			146,021.00	182,770.91
9	Iowa Railway & Light Co.*.....	\$30,134.29		16,009,714.31	*16,009,714.31						
10	Iowa Ry. & Light Corp. <sup>b</sup>		30,322,737.40	30,322,737.40	36,322,737.40	234,812.91	454,632.86	190,827.17	561,669.89	463,058.80	
11	Iowa Southern Utilities Co.....		15,700,135.17	5,484,963.34	10,215,171.83	2,914.30	61,082.27	2,788.73	445,646.47	590,849.37	
12	Mason City & C. L. R. R.....		1,087,854.86	1,074,185.00	13,669.86	7,607.29	1,580.00	28,686.01		35,625.04	
13	Oskaloosa & Buxton Elec. Ry.....		212,900.31	213,162.25	262.04		10,909.87			810.00	
14	Tama & Toledo R. R.....		157,503.15	156,875.77	4,777.38	1,194.35				2,018.61	
15	Waterloo, C. F. & No. Ry.....		9,437,909.10	9,592,177.41	*154,268.31	17,802.03				216,804.60	111,270.02
	Total.....	\$30,134.29	\$78,383,472.90	\$32,951,975.47	\$30,431,497.46	\$25,478.01	\$50,774.11	\$240,223.71	\$1,480,148.82	\$1,060,419.35	

\*Decrease.

<sup>a</sup>Nine months ended September 30, 1925.<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.



TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 3—CURRENT ASSETS—Continued—AND DEFERRED ASSETS<sup>c</sup> AND UNADJUSTED DEBTS

Number	Electric Interurbans	Current Assets		Total Current Assets			Unadjusted Debts		
		Interest, dividends and other receivable	Other current assets	December 31, 1925	December 31, 1924	Increase or decrease 1925	Rents and insurance premiums paid in advance	Discount and capital stock	Debit and funded debt
1	Albia Light & Railway	\$ 843.16		\$ 42,144.85	\$ 45,565.76	\$ 3,420.91			\$ 23,000.64
2	Cedar Rapids & Marion City Ry.								700.63
3	Charles City Western Ry.			34,258.35	39,911.03	\$ 5,652.68			1,904.22
4	Clinton, Davenport & Muscatine Ry.			48,112.68	44,031.48	\$ 4,081.20	21,417.32		2,046.18
5	Colfax Springs Ry.			532.75	557.41	\$ 24.66			
6	Des Moines & Central Iowa R. R.			177,775.84	181,181.52	\$ 3,405.68	3,572.35		11,144.06
7	Des Moines Electric Light Co.								34,478.78
8	Ft. Dodge, D. M. & Southern R. R.	\$ 200.00	100.00	562,974.75	611,756.95	\$ 48,782.20	\$ 6,677.46	\$ 3,840.00	106,101.67
9	Iowa Railway & Light Co. <sup>a</sup>				1,245,606.39	\$ 1,245,606.39			586,466.97
10	Iowa Railway & Light Corporation <sup>b</sup>			1,969,424.50			63,929.91		641,519.45
11	Iowa Southern Utilities Co.	33,945.00	12,507.76	1,071,321.94	580,321.61	\$ 491,000.33	17,077.08		71,334.58
12	Mason City & Clear Lake R. R.			63,120.64	61,029.00	\$ 2,091.64			2,376.70
13	Oskaloosa & Buxton Electric Ry.			11,800.87	11,800.87				1,477.79
14	Tama & Toledo R. R.			3,772.36	3,740.28	\$ 32.08	1,708.05		16.00
15	Waterloo, C. F. & Northern Ry.			344,967.62	315,836.10	\$ 29,131.52	1,472.50		701,321.84
	Total	\$31,515.00	\$13,450.92	\$ 4,307,419.97	\$ 3,131,009.48	\$ 1,176,410.49	\$ 119,034.84	\$ 3,840.00	\$ 2,124,214.88

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

<sup>c</sup>None in 1925.

<sup>d</sup>Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE—Continued  
PART 4—TOTAL UNADJUSTED DEBTS AND GRAND TOTAL ASSETS

Number	Electric Interurbans	Total Unadjusted Debts			Grand Total Assets		
		December 31, 1925	December 31, 1924	Increase or decrease 1925	December 31, 1925	December 31, 1924	Increase or decrease 1925
1	Albia Light & Railway	\$ 25,881.27	\$ 33,414.66	\$ 7,533.39	1,015,300.55	1,114,048.44	\$ 98,747.89
2	Cedar Rapids & Marion City Ry.				730,374.26	744,701.96	\$ 14,327.70
3	Charles City Western Ry.	2,433.27	2,484.90	\$ 51.63			
4	Clinton, Davenport & Muscatine Ry.	48,564.64	19,102.27	\$ 29,462.37	4,231,837.17	4,753,848.06	\$ 522,010.89
5	Colfax Springs Ry.				27,306.07	27,306.07	
6	Des Moines & Central Iowa R. R.	49,186.00	52,011.22	\$ 2,825.22	3,665,322.80	3,688,365.35	\$ 23,042.55
7	Des Moines Electric Light Co.						
8	Ft. Dodge, D. M. & Southern R. R.	535,066.10	557,384.50	\$ 22,318.40			
9	Iowa Railway & Light Corporation <sup>b</sup>		608,530.67	\$ 608,530.67			
10	Iowa Railway & Light Corporation <sup>a</sup>				12,379,164.40	12,255,662.66	\$ 123,501.74
11	Iowa Southern Utilities Co.	889,431.34	880,431.34	\$ 9,000.00	29,163,013.24	29,163,013.24	
12	Mason City & Clear Lake R. R.	678,863.25	500,915.06	\$ 177,948.19	17,450,511.36	6,406,187.50	\$ 10,944,323.86
13	Oskaloosa & Buxton Electric Ry.	3,097.56	4,106.99	\$ 1,009.43	1,154,042.65	1,141,009.65	\$ 13,033.00
14	Tama & Toledo R. R.	1,477.79	1,594.45	\$ 116.66	296,778.87	296,778.87	
15	Waterloo, C. F. & Northern Ry.	1,814.05	631.66	\$ 1,182.39	163,180.18	157,247.71	\$ 5,932.47
	Total	\$ 2,934,966.50	\$ 2,398,100.50	\$ 536,866.00	\$ 87,035,850.40	\$ 88,081,745.45	\$ 1,245,895.05

<sup>a</sup>Nine months ended September 30, 1925.

<sup>b</sup>Three months—Oct. 1, 1925, to Dec. 31, 1925.

<sup>c</sup>Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE  
PART 5—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT

Number	Electric Interurbans	Total Capital Stock			Government Grants in Aid of Construction		Long Term Debt		
		December 31, 1923	December 31, 1924	Increase or decrease 1924	December 31, 1923	December 31, 1924	Funded debt unmatured	Notes	Open accounts
1	Albia Light & Railway	\$ 500,000.00	\$ 500,000.00				\$ 500,000.00		
2	Cedar Rapids & Marion City Ry.	200,000.00	200,000.00						
3	Charles City Western Ry.	1,725,000.00	1,725,000.00		126,107.75	\$ 126,107.75	323,908.40	\$ 1,600,231.30	\$ 148,882.01
4	Clinton, Davenport & Muscatine Ry.	25,000.00	25,000.00						
5	Colfax Springs Ry.	1,100,000.00	1,100,000.00				1,100,000.00	283,833.31	
6	Des Moines & Central Iowa R. R.								
7	Des Moines Electric Light Co.	3,007,100.00	3,007,100.00				6,087,854.25		
8	Pt. Dodge, D. M. & Southern R. R.								
9	Iowa Railway & Light Co.*	13,648,830.58	6,549,930.72	*6,549,930.72			12,492,354.80		
10	Iowa Railway & Light Corporation*	4,800,437.46	1,330,768.02	*3,500,688.54			10,519,912.32		287,000.00
11	Iowa Southern Utilities Co.	400,000.00	400,000.00				316,000.00	294,518.00	
12	Mason City & Clear Lake R. R.	170,900.00	170,900.00				42,000.00		
13	Oskaloosa & Buxton Electric Ry.	23,300.00	23,300.00				35,000.00		10,622.82
14	Tama & Toledo R. R.	2,907,000.00	2,907,000.00				7,092,970.78		
15	Waterloo, C. F. & Northern Ry.								
Total		\$20,737,261.04	\$10,329,449.61	\$10,308,411.40	\$ 126,107.75	\$ 126,107.75	\$88,556,000.84	\$ 1,978,563.11	\$ 446,636.43

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 6—TOTAL LONG TERM DEBT—Continued—AND CURRENT LIABILITIES

Number	Electric Interurbans	Total Long Term Debt			Current Liabilities					
		December 31, 1923	December 31, 1924	Increase or decrease 1924	Loans and notes payable	Audited accounts and wages payable	Miscellaneous accounts payable	Matured interest, dividends and rents unpaid	Matured funded debt unpaid	Accrued interest, dividends and rents payable
1	Albia Light & Railway	\$ 500,000.00	\$ 500,000.00		\$ 10,000.00	\$ 40,621.83				\$ 306.90
2	C. R. & M. O. Ry.									
3	Charles City Western Ry.	323,908.40	323,908.40			2,831.53	\$ 21,469.06	9,730.00		75.00
4	C. D. & M. Ry.	1,549,102.21	1,480,477.55	\$ 68,715.66		30,343.69		622,100.50	\$1,065,000.00	452.00
5	Colfax Springs Ry.									
6	D. M. & C. I. R. R.	1,470,823.31	1,470,823.31		7,827.22					
7	Des Moines E. L. Co.				102,500.00					
8	Pt. D., D. M. & S. R. R.	6,073,854.25	6,273,574.25	*185,720.00	162,000.00		18,576.44	68,359.65	250,000.00	61,851.14
9	Iowa Ry. & Light Co.*	8,680,798.80	8,680,798.80			178,035.37	30,140.38	18,095.81		29,883.96
10	Iowa R. & L. Corp.*	3,492,354.80	12,492,354.80	*8,999,999.99						
11	Iowa So. Utilities Co.	10,519,912.32	3,775,000.00	7,001,913.12	514,045.91				18,000.00	\$14,715.25
12	M. C. & C. L. R. R.	62,515.00	62,515.00					9.77		190,653.96
13	O. & B. Elec. Ry.	42,000.00	42,000.00							1,580.00
14	Tama & Toledo R. R.	37,602.82	221,691.41	*180,088.59						840.00
15	W., C. F. & N. Ry.	7,092,970.78	7,096,219.05	*13,248.30	388,000.00					375.00
Total		\$ 40,885,279.38	\$30,469,382.80	\$10,512,006.56	\$1,710,018.61	\$1,130,144.75	\$205,311.37	\$2,561,564.43	\$1,617,075.00	\$517,000.49

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Decrease.



TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 7—TOTAL CURRENT LIABILITY, DEFERRED LIABILITIES AND UNADJUSTED CREDITS

Number	Electric Interurbans	Total Current Liabilities			Deferred Liabilities			Unadjusted Credits		
		December 31, 1925	December 31, 1924	Increase or decrease 1925	Other deferred liabilities	Total Deferred Liabilities			Tax liability	Insurance and cash- uality reserves
						December 31, 1925	December 31, 1924	Increase or decrease 1925		
1	Albia Light & Railway	\$ 60,748.76	\$ 86,707.11	\$ 25,958.35	\$ 12,234.08	\$ 12,234.08		\$ 22,304.98	\$ 4,506.94	\$ 812.98
2	Cedar Rapids & Marion City Ry.	38,390.53	37,108.21	*20,811.08	1,876.60	1,876.60	\$ 3,010.80	1,173.27	6,905.92	
3	Charles City Western Ry.	1,725,906.03	1,500,722.84	165,183.19	8,447.80	8,447.80	3,481.82	4,965.98	13,191.91	18,769.18
4	Clinton, Davenport & Muscatine Ry.	7,327.22	7,738.17	49.00						
5	Colfax Springs Ry.	504,306.23	508,835.31	25,490.92	26,947.96	26,947.96	46,672.00	*19,724.70	27,787.51	47,727.25
6	Des Moines & Central Iowa R. R.									
7	Des Moines Electric Light Co.	428,941.52	275,822.87	153,008.65	142,632.37	142,632.37	139,221.34	3,410.03	67,919.56	
8	Ft. Dodge, D. M. & Southern R. R.	1,400,403.38	1,400,403.38				48,274.63	*48,274.63		
9	Iowa Railway & Light Co.*	1,000,546.12	1,000,546.12	56,905.53	56,905.53	56,905.53	56,905.53	220,111.44	\$79,103.09	40,748.84
10	Iowa Southern Utilities Co.	921,000.25	614,908.25	306,092.00	32,513.92	32,513.92	13,729.79	38,784.13	118,432.07	2,751.06
11	Mason City & Clear Lake R. R.	62,024.89	52,427.79	9,597.10					8,905.55	1,540.60
12	Oskaloosa & Buxton Electric Ry.	2,018.00	2,018.00							
13	Tama & Toledo R. R.	235,032.80	6,997.17	228,035.63					481.61	3,876.50
14	Waterloo, C. F. & Northern Ry.	2,831,803.32	2,407,693.30	424,110.02					85,097.78	3,000.00
15	Total	\$8,599,742.01	\$7,101,743.30	\$1,498,000.71	\$301,240.15	\$301,240.15	\$254,501.10	\$46,748.00	\$563,582.97	\$79,270.31

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Decrease.

\*Deficit.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 8—UNADJUSTED CREDITS—Continued—AND CORPORATE SURPLUS

Number	Electric Interurbans	Unadjusted Credits					Corporate Surplus		
		Accrued depreciation— road and equipment	Reserve for amorti- zation of fran- chises	Accrued depreciation— miscellaneous physical property	Other unadjusted credits	Total Unadjusted Credits			Additions to prop- erty through surplus
						December 31, 1925	December 31, 1924	Increase or decrease 1925	
1	Albia Light & Railway			\$ 55,200.15		\$ 60,579.07	\$ 78,836.27	\$ 1,752.80	
2	Cedar Rapids & Marion City Ry.	\$ 21,223.37				38,189.27	36,661.18	*3,472.86	
3	Charles City Western Ry.	56,512.90				96,416.94	85,900.87	9,516.07	
4	Clinton, Davenport & Muscatine Ry.								\$ 160.96
5	Colfax Springs Ry.	505,024.08			837,737.03	706,306.77	613,737.07	62,569.70	
6	Des Moines & Central Iowa R. R.								
7	Des Moines Electric Light Co.	914,611.33		30,942.61	12,234.38	1,025,677.91	887,557.04	140,080.87	100,000.00
8	Ft. Dodge, D. M. & Southern R. R.								
9	Iowa Railway & Light Co.*	109,832.00			31,372.96	564,149.31	751,314.51	554,244.51	
10	Iowa Southern Utilities Co.	10,879.87		300,649.52	8,708.42	333,950.07	353,376.69	23,426.62	3,441.90
11	Mason City & Clear Lake R. R.	44,856.90			500.00	80,744.81	69,885.24	11,059.57	38,991.27
12	Oskaloosa & Buxton Electric Ry.			16,960.87		10,969.87	11,339.57	378.70	220.83
13	Tama & Toledo R. R.				78.76	2,822.65	3,211.00	*389.28	
14	Waterloo, C. F. & Northern Ry.	91,266.10	\$ 5,280.91		3,194.26	107,065.58	107,719.24	*1,734.20	1,542.18
15	Total	\$1,931,377.55	\$ 5,280.91	\$47,813.15	\$92,001.64	\$3,310,912.67	\$3,863,761.00	\$447,348.71	\$10,975.32

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Decrease.

TABLE 10—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE—Continued  
PART 9—CORPORATE SURPLUS AND GRAND TOTAL LIABILITIES

Number	Electric Interurbans	Corporate Surplus					Grand Total Liabilities		
		Profit and Loss		Total Corporate Surplus			December 31, 1924	December 31, 1924	Increase or decrease 1925
		Credit balance	Debit balance	December 31, 1925	December 31, 1924	Increase or decrease 1925			
1	Albia Light & Railway.....	\$ 88,302.26	\$ 88,302.26	\$ 21,484.84	\$ 56,817.42	\$ 1,046,200.55	\$ 1,114,048.54	\$ 68,847.99	
2	Cedar Rapids & Marion City Ry.....								
3	Charles City Western Ry.....	91,461.28	91,461.28	92,623.00	1,138.81	72,374.30	744,708.20	24,339.90	
4	Clinton, Davenport & Muscatine Ry.....	832,270.77	832,106.81	907,738.05	144,311.76	4,251,857.17	4,153,848.00	98,009.14	
5	Colfax Springs Ry.....	5,321.15	5,321.15	5,467.34	54.01	27,300.00	27,300.00	4.86	
6	Des Moines & Central Iowa R. R.....	282,064.38	282,064.38	418,004.00	101,337.38	3,455,823.80	3,089,305.35	366,518.45	
7	Des Moines Electric Light Co.....								
8	Pt. Dodge, D. M. & Southern R. R.....	\$ 400,908.44	500,908.44	683,616.16	92,637.72	12,273,164.49	12,251,022.60	18,111.83	
9	Iowa Railway & Light Co.*.....			689,199.33	689,199.33		18,012,831.37	18,012,831.37	
10	Iowa Railway & Light Corporation*.....	707,873.89		711,313.79	711,313.79	29,168,613.24	29,168,613.24		
11	Iowa Southern Utilities Co.....	202,709.02		331,701.29	26,224.88	17,450,311.30	6,400,167.95	10,950,143.35	
12	Mason City & Clear Lake R. R.....	229.87		750.70	1,808.41	1,154,043.00	1,141,000.65	12,133.41	
13	Oskaloosa & Buxton Electric Ry.....					226,178.87	230,507.57	378.70	
14	Tama & Toledo R. R.....	126,608.00	4126,608.00	97,972.85	23,725.29	163,181.18	157,247.71	5,933.47	
15	Waterloo, C. F. & Northern Ry.....	2,500,315.00	92,588,772.82	92,000,000.07	581,719.75	10,400,107.95	10,003,002.46	397,105.49	
	Total.....	\$ 1,401,779.18	\$ 4,086,722.93	\$ 2,400,202.00	\$ 1,502,253.11	\$ 88,049.50	\$ 80,635,830.40	\$ 83,681,745.47	\$ 3,045,915.07

\*Deficit.

\*Decrease.

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

\*Includes surplus of predecessor company—\$68,580.79.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS—STATISTICS  
PART 1—CAR MILEAGE, CAR HOURS AND PASSENGERS CARRIED

Number	Electric Interurbans	Car Mileage			Car Hours			Passengers Carried			
		Passenger	Freight, mail and express	Total	Passenger	Freight, mail and express	Total	Regular fare passengers carried	Total revenue passengers carried	Free transfer passengers carried	Total passengers carried
1	Albia Light & Railway.....	13,972		13,972	1,406		1,406	17,623	17,623		17,623
2	Cedar Rapids & Marion City Ry.....	220,847	12,306	233,153	21,034	5,078	26,112	329,887	329,887		329,887
3	Charles City Western Ry.....	40,302	15,295	55,597	3,286	2,540	5,826	15,701	15,701		15,701
4	Clinton, Davenport & Muscatine Ry.....	917,178	221,076	1,138,254	76,015	24,979	100,994	1,224,826	1,224,826	145,958	1,370,784
5	Colfax Springs Ry.....										
6	Des Moines & Central Iowa R. R.....	410,976	369,600	780,576	22,785	13,600	36,385	228,318	228,318	8,807	237,125
7	Des Moines Electric Light Co.....										
8	Pt. Dodge, D. M. & Southern R. R.....	1,156,692	2,436,564	3,593,256	60,937	776,700	837,637	1,126,800	1,126,800		1,126,800
9	Iowa Railway & Light Co.*.....	383,633	365,430	749,063				330,602	330,602		330,602
10	Iowa Railway & Light Corporation*.....	134,736	108,584	243,320				128,302	128,302		128,302
11	Iowa Southern Utilities Co.....	191,730	88,804	280,534	15,000	306,380	321,380	175,013	175,013		175,013
12	Mason City & Clear Lake R. R.....	493,500	28,425	521,925	39,371	7,823	47,194	708,047	708,047	22,225	730,272
13	Oskaloosa & Buxton Electric Ry.....							46,601	46,601		46,601
14	Tama & Toledo R. R.....	90,236	29,669	119,905				3,043,372	3,043,372		3,043,372
15	Waterloo, C. F. & Northern Ry.....	1,845,169	812,107	2,657,276	167,910	98,169	266,079	3,043,372	3,043,372	270,940	3,314,312
	Total.....	5,872,974	4,222,681	10,095,655	408,006	1,102,600	1,000,606	7,430,668	7,430,668	447,940	7,878,608

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.



TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS—STATISTICS—Continued  
PART 2—MISCELLANEOUS STATISTICS

Number	Electric Interurbans	Employees and others carried free	Passenger revenue	Average fare rev. - miles	Average fare, all classes of passengers	Total revenue from transportation	Revenue from trans- portation per car- mile	Revenue from trans- portation per car- hour	Total revenue from other railway operations	Revenue from other railway operations per car mile
1	Albia Light & Railway.....	113	\$ 2,047.15	\$ .2007	\$ .2007	\$ 2,047.15	\$ .1804	\$ 1.8840	\$ 1,343.96	\$ .0063
2	Cedar Rapids & Marion City Ry.....		48,092.90	.14551	.14551	53,636.81	.23300	2.21800	227.51	.00088
3	Charles City Western Ry.....	188	5,567.21	.33222	.33222	92,092.48	1.69550	15.77392	1,294.30	.02337
4	Clinton, Davenport & Muscatine Ry.....	63,438	274,478.71	.20777	.18564	356,493.98	.33505	3.70017	9,518.36	.05807
5	Colfax Springs Ry.....									
6	Des Moines & Central Iowa R. R.....	37,506	92,253.52	.40407	.38006	508,257.27	.88985	13.96887	68,065.70	.11983
7	Des Moines Electric Light Co.....		16,877.96			17,053.02			251.82	
8	Ft. Dodge, D. M. & Southern R. R.....	107,478	317,328.69	.28160	.28159	1,256,577.58	.34079	1.00218	373,526.61	.10345
9	Iowa Railway & Light Co. A.....	39,730	174,221.63	.28774	.27774	400,700.87	.62000		8,750.89	.01345
10	Iowa Railway & Light Corporation.....	13,453	78,045.11	.65700	.65700	175,635.68	.71275		6,200.13	.02409
11	Iowa Southern Utilities Co.....	12,007	52,985.77	.3027	.3027	135,292.70	.4821	.4800	1,336.42	.00476
12	Mason City & Clear Lake R. R.....	31,500	76,070.15	.00004	.00006	161,513.61	.35400	3.40430	5,000.55	.01245
13	Oskaloosa & Buxton Electric Ry.....									
14	Tama & Toledo R. R.....	1,200	11,870.02	.25458	.25458	22,985.25	.19158		478.75	.00295
15	Waterloo, C. F. & Northern Ry.....		456,038.80	.14084	.13739	782,522.98	.30034	2.94190	44,700.00	.09559
	Total.....	319,894	1,560,717.70	.21354	.20140	\$ 3,968,089.44	\$ .30660	\$ 2.40017	\$ 522,086.80	\$ .00517

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 11—MILEAGE, TRAFFIC AND MISCELLANEOUS—STATISTICS—Continued  
PART 3—MISCELLANEOUS STATISTICS

Number	Electric Interurbans	Revenue from other railway operations per car-hour	Total operating revenues	Operating revenues per car-mile	Operating revenues per car-hour	Total operating expenses	Operating expenses per car-mile	Operating expenses per car-hour
1	Albia Light & Railway.....	\$ .9645	\$ 3,901.07	\$ .2850	\$ 2.8406	\$ 10,732.82	\$ .7695	\$ 7.6532
2	Cedar Rapids & Marion City Ry.....	.00041	53,964.33	.23102	2.23837	34,995.94	1.1011	1.44791
3	Charles City Western Ry.....	.22217	96,318.87	1.68260	15.96600	64,093.70	1.16678	11.08293
4	Clinton, Davenport, & Muscatine Ry.....	.00425	308,212.94	.33372	3.80342	371,774.14	.31563	3.68115
5	Colfax Springs Ry.....					79.11		
6	Des Moines & Central Iowa R. R.....	1.58729	376,923.06	1.00665	15.80607	530,611.48	.92586	14.58255
7	Des Moines Electric Light Co.....		17,204.84			21,540.12		
8	Ft. Dodge, Des Moines & Southern R. R.....	.44943	1,630,494.19	.45374	1.94300	1,308,437.72	.36413	1.56377
9	Iowa Railway & Light Co. A.....		412,460.71	.63351		327,107.84	.50242	
10	Iowa Railway & Light Corporation.....		179,865.81	.73842		105,351.74	.43244	
11	Iowa Southern Utilities Co.....	.00174	136,029.21	.4968	.4831	110,401.76	.364	.3916
12	Mason City & Clear Lake R. R.....	.11943	167,179.96	.36744	3.3237	120,822.17	.26555	2.54693
13	Oskaloosa & Buxton Electric Ry.....							
14	Tama & Toledo R. R.....		23,458.97	.19553		37,500.63	.31332	
15	Waterloo, Cedar Falls & Northern Ry.....	.16822	827,362.99	.30674	3.10042	840,791.08	.31172	3.13602
	Total.....	\$ .39317	\$ 4,516,036.24	\$ .41251	\$ 2.92134	\$ 3,884,903.16	\$ .38494	\$ 2.42706

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 12—ACCIDENTS TO PERSONS AND EMPLOYEES AND SALARIES AND WAGES FOR THE YEAR

Number	Electric Interurbans	Accidents						Employees											Aggregate salaries and wages paid during year
		Killed			Injured			General Administration	Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees		
		Passengers	Employees	Other persons	Passengers	Employees	Other persons		Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees					
															Total	Total		Total	
1	Albia Light & Railway																		
2	Cedar Rapids & Marion City Ry.																		
3	Charles City Western Ry.							1	1	1	6	1				1	6	17	\$ 27,680.13
4	Clinton, Davenport & Muscatine Ry.							4	14	8	13		3			3	98	108	108,103.96
5	Colfax Springs Ry.																		
6	Des Moines & Central Iowa R. R.		5	5	31	6	37	7	9	2	46	2	13	1	3		70	190	\$ 347,002.35
7	Des Moines Electric Light Co.																		
8	Ft. Dodge, D. M. & Southern R. R.		3	3	118	16	131	4	14	2	65	2	90	1	34	5	243	463	803,191.53
9	Iowa Railway & Light Co.*							7	89	1	30	1	27	3	59	45	454	707	629,547.45
10	Iowa Railway & Light Corporation*							7	89	1	30	1	27	3	59	45	454	707	629,547.45
11	Iowa Southern Utilities Co.							8	2	1	10	1	5			1	13	40	\$ 983.52
12	Mason City & Clear Lake R. R.								2	3		6	1	4		2	1	25	79,320.96
13	Oskaloosa & Buxton Electric Ry.																		
14	Tama & Toledo R. R.							6			1		2				7	16	13,458.95
15	Waterloo, C. F. & Northern Ry.		5	5	4	28	13	45											
Total		13	15	4	177	35	216	46	201	11	301	9	174	8	197	104	1,340	2,353	\$ 2,237,842.09

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

TABLE 13—DESCRIPTION OF EQUIPMENT

Number	Electric Interurbans	Passenger Cars								All Other Cars														Total equipment of all classes
		Closed		Combination closed and open	Total	Freight	Express	Baggage	Work	Snow-plows	Sweepers	Miscellaneous				Locomotives								
		A	B									A	B	A	B	A	B	A	B	A	B			
1	Albia Light & Railway	4			5							3										8		
2	Cedar Rapids & Marion City Ry.		1																			0		
3	Charles City Western Ry.	5			5								3									3		
4	Clinton, Davenport & Muscatine Ry.	19	3		19	3		13	4	1				1	1	1					3	26		
5	Colfax Springs Ry.	2			2	3																5		
6	Des Moines & Central Iowa R. R.	10	1		10	1		360	2	3			3	12	1	2				5	7	23		
7	Des Moines Electric Light Co.																							
8	Ft. Dodge, D. M. & Southern R. R.	24	8		24	8		1,060					1	23		2				11		36		
9	Iowa Railway & Light Co.*	18	2		18	2																36		
10	Iowa Railway & Light Corporation*	18	2		18	2		13					5	1	2		1			4		36		
11	Iowa Southern Utilities Co.	6		1	6	1		12						4		1				1	2	9		
12	Mason City & Clear Lake R. R.	17	10		17	16	4	1						1	3							23		
13	Oskaloosa & Buxton Electric Ry.																							
14	Tama & Toledo R. R.									*										*		2		
15	Waterloo, C. F. & Northern Ry.	38	6		38	13		130					4		2	31				3		8		
Total		143	30	1	144	45	4	2,310	6	5	4	5	12	76	4	6	7			14	36	1	217	

\*Nine months ended September 30, 1925.

\*Three months—Oct. 1, 1925, to Dec. 31, 1925.

A—With electric equipment.

B—Without electric equipment.

\*Gasoline power.



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# STATISTICS OF Railway Terminal Companies

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For the Year Ended December 31, 1925

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**TERMINAL COMPANIES DOING BUSINESS IN IOWA**  
**STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL**  
**COMPANIES—YEAR ENDED DECEMBER 31, 1925**

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RAILROAD COMMISSIONERS' REPORT

STATISTICS OF TERMINAL COMPANIES

437

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
<b>CAPITAL STOCK—COMMON</b>						
Par value of amount authorized.....	\$ 500,000.00	\$ 400,000.00	\$ 300,000.00	\$ 80,500.00	\$ 400,000.00	\$ 1,680,500.00
Total par value outstanding at close of year.....	327,007.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,507.00
Total par value actually outstanding at close of year.....	327,007.00	400,000.00	151,000.00	80,500.00	400,000.00	1,358,507.00
<b>Stocks Issued During Year:</b>						
Par value.....					100,000.00	100,000.00
Cash received as consideration for issue.....					100,000.00	100,000.00
Rate of dividend—common stock.....	6%		8%	4%		
Par value of amount on which dividend was declared.....	\$ 324,000.00		\$ 151,000.00	\$ 80,500.00		\$ 555,500.00
Charged to profit and loss.....	19,027.00		12,080.00	3,230.00		34,337.00
<b>INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR</b>						
Expenditure for Road:						
Additions and betterments, owned lines.....	\$ 1,967.49	\$ 12,053.35	\$ 2,407.08	\$ 6,148.36	\$ 31,253.30	\$ 54,841.63
Credits for property retired.....		3,171.94	15.00		2,154.03	5,341.97
Adjustments.....					307.65	307.65
Net charges during year.....	\$ 1,967.49	\$ 8,881.41	\$ 2,392.08	\$ 6,148.36	\$ 28,717.77	\$ 49,107.11
<b>INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR (Owned Lines)</b>						
Investment to June 30, 1907.....	\$ 85,698.87	\$ 1,224,144.18	\$ 185,131.01	\$ 30,902.41	\$ 134,948.96	\$ 1,660,185.29
Investment from July 1, 1907, to June 30, 1914.....	65,971.91	91,634.40	\$86,918.39	2,839.40	391,603.90	666,208.43
Investment since June 30, 1914.....	79,120.38	206,943.86	28,168.50	41,905.14		356,137.88
Total investment in road and equipment.....	\$ 231,191.09	\$ 1,522,722.43	\$ 156,316.24	\$ 75,717.16	\$ 526,600.86	\$ 2,486,566.78
<b>INCOME ACCOUNT</b>						
Operating Income:						
Railway operating revenues.....				\$ 1,144.14	\$ 325,273.80	\$ 326,417.94
Railway operating expenses.....					240,533.06	240,533.06
Net revenue from railway operations.....				\$ 1,144.14	\$ 84,740.74	\$ 85,884.88
*Credit.						
<b>Operating Income:</b>						
Railway operating revenues.....	\$ 2,782.44	\$ 76,509.43		\$ 2,070.03	\$ 9,761.10	\$ 91,183.00
Uncollectible railway revenues.....		17.10			50.56	76.66
Total operating income.....	\$ 2,782.44	\$ 76,526.53		\$ 2,070.03	\$ 9,811.66	\$ 91,253.22
<b>Non-Operating Income:</b>						
Joint facility rent income.....	\$ 9,520.52	\$ 81,685.57		\$ 7,136.11		\$ 98,342.20
Income from lease of road.....			\$ 7,475.79			7,475.79
Miscellaneous rent income.....		4,845.08				4,845.08
Miscellaneous non-operating physical property.....	13,138.31	15,110.19	4,337.65			32,586.15
Dividend income.....		644.00				1,288.00
Income from unfunded securities and accounts.....	24.37	765.46	441.32	422.28		1,633.43
Miscellaneous income.....					1,809.00	1,809.00
Total non-operating income.....	\$ 22,683.20	\$ 101,030.30	\$ 13,098.76	\$ 7,558.39	\$ 1,809.00	\$ 146,189.65
Gross income.....	\$ 29,465.64	\$ 177,556.83	\$ 13,098.76	\$ 9,628.42	\$ 11,620.66	\$ 161,440.36
<b>Deductions from Gross Income:</b>						
Hire of freight cars—debit balance.....					\$ 1,835.14	\$ 1,835.14
Rent for locomotives.....				\$ 21.65	15.00	36.65
Joint facility rents.....		\$ 3,300.06		\$ 1,300.00		4,600.06
Rent for leased roads.....		14,790.99				14,790.99
Miscellaneous rents.....		1,132.00	\$ 1,330.12		34,000.00	37,462.12
Miscellaneous tax accruals.....		5,180.72				5,180.72
Interest on unfunded debt.....	\$ 130.98		889.74	64.31	5,811.64	6,996.67
Maintenance of investment organization.....			2,400.00			2,400.00
Total deductions from gross income.....	\$ 130.98	\$ 24,466.77	\$ 4,639.86	\$ 1,385.16	\$ 42,651.78	\$ 73,474.55
Net income.....	\$ 19,763.72	\$ 153,090.06	\$ 8,458.90	\$ 8,243.26	\$ 34,076.87	\$ 187,632.81
<b>Disposition of Net Income:</b>						
Total appropriations of income.....						
Income balance transferred to profit and loss.....	\$ 19,763.72			\$ 8,243.26	\$ 34,076.87	\$ 58,873.99
<b>PROFIT AND LOSS ACCOUNT</b>						
Debit Items:						
Debit balance at beginning of year.....						
Debit balance transferred from income.....						
Dividend appropriations of surplus.....	\$ 19,630.00		\$ 12,090.00	\$ 3,230.00		\$ 34,950.00
Surplus appropriated for investment in physical property.....	2,406.70		2,321.50			4,728.20
Loss on retired road and equipment.....					1,346.40	1,346.40
*Debit.						



**TERMINAL COMPANIES DOING BUSINESS IN IOWA—Continued**  
**STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL**  
**COMPANIES—YEAR ENDED DECEMBER 31, 1925**

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Miscellaneous debits						
Credit balance carried to balance sheet	54,454.81		60,761.50	21,043.32	113,104.08	249,363.71
Total	\$ 76,571.31		\$ 60,761.50	\$ 21,043.32	\$ 113,104.08	\$ 261,638.48
Credit items:						
Credit balance at beginning of year	54,305.02		54,382.60	30,135.97	54,923.99	183,746.60
Credit balance transferred from income	19,799.78		8,458.90	5,027.34	34,076.87	67,362.80
Donations	2,496.70		2,021.30			4,518.00
Miscellaneous credits					25,540.70	25,540.70
Debit balance carried to balance sheet						
Total	\$ 76,571.31		\$ 65,903.00	\$ 25,163.31	\$ 114,540.57	\$ 281,638.48
<b>RAILWAY OPERATING REVENUES</b>						
Total rail line transportation revenue—switching		\$ 82,503.13			\$ 319,832.84	\$ 402,335.96
Station, train and boat privileges		7,057.40				7,057.40
Parcel room		4,473.00				4,473.00
Storage freight		1,007.88				1,007.88
Storage baggage		1,306.37				1,306.37
Demurrage		9,818.00			1,994.00	11,812.00
Telegraph and telephone		216.01				216.01
Rents of buildings and other property		2,576.25				2,576.25
Miscellaneous		5,044.00			1,144.14	6,188.14
Total incidental operating revenues		\$ 30,700.68		\$ 1,144.14	\$ 5,421.01	\$ 37,265.83
Joint facility—Cr.						
Joint facility—Dr.		\$ 113,203.82				\$ 113,203.82
Total joint facility operating revenues		\$ 113,203.82				\$ 113,203.82
Total railway operating revenues				\$ 1,144.14	\$ 225,273.89	\$ 226,418.03
Debit.						

<b>RAILWAY OPERATING EXPENSES</b>						
Maintenance of Way and Structures:						
Superintendence	\$ 11,441.10					\$ 11,441.10
Maintaining roadway and track	32,341.15		\$ 3,308.34	\$ 5,478.00		39,227.49
Maintaining track structures	601.84			23,311.86		23,913.69
Maintaining auxiliary structures	9,000.81			2,480.00		11,480.81
Depreciation of way and structures				1,908.08		1,908.08
Injuries to persons	279.10			2,706.40		2,985.50
Other way and structure expense	1,080.00			57.67		1,137.67
Total	\$ 56,843.09		\$ 3,308.34	\$ 35,356.30		\$ 95,507.73
Joint facility—Dr.		709.43				709.43
Joint facility—Cr.		\$ 57,008.50		\$ 3,308.34		\$ 60,316.84
Total maintenance of way and structures					\$ 35,356.30	\$ 35,356.30
<b>MAINTENANCE OF EQUIPMENT</b>						
Superintendence	\$ 11,700.27			\$ 1,733.12		\$ 13,433.39
Repairs of machinery and other apparatus	470.80			604.31		1,075.11
Depreciation of machinery and other apparatus				723.21		723.21
Locomotive repairs	33,111.77		\$ 1,416.39	21,822.63		56,350.79
Locomotive depreciation and retirements	4,618.03			2,021.39		6,639.42
Car repairs	1,005.04			381.12		1,386.16
Car depreciation and retirements	199.75					199.75
Work equipment repairs	475.02					475.02
Work equipment depreciation and retirements	75.12			801.60		876.72
Injuries to persons	747.11					747.11
Other equipment expenses	1,149.78			1,374.13		2,523.91
Total	\$ 44,943.91		\$ 2,276.09	\$ 29,772.11		\$ 76,992.11
Maintaining joint equipment—Dr.		540.94				540.94
Maintaining joint equipment—Cr.		\$ 44,784.85		\$ 2,276.09		\$ 47,060.94
Total maintenance of equipment					\$ 29,772.11	\$ 29,772.11
<b>TRAFFIC</b>						
Traffic expense					\$ 938.71	\$ 938.71
<b>Transportation—Rail Line:</b>						
Superintendence and dispatching	\$ 4,731.05			\$ 2,496.67		\$ 7,227.72
Station service	105,321.21			6,141.00		111,462.21
Yard engines and motormen	38,082.08			30,319.40		68,401.48
Other yard employees	123,143.92		\$ 30,345.28	37,636.65		191,125.85
Fuel for yard locomotives	48,700.77			36,984.49		85,685.26
Debit.						

**TERMINAL COMPANIES DOING BUSINESS IN IOWA—Continued**  
**STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL**  
**COMPANIES—YEAR ENDED DECEMBER 31, 1925**

440

RAILROAD COMMISSIONERS' REPORT

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Other yard expense.....		29,528.73		15,306.37	14,416.19	59,251.29
Injuries to persons.....		2,140.00			*2,000.00	*339.94
Loss and damage.....		886.13		91.25	3.00	480.38
Other casualty expenses.....		788.12		33.35	5,400.41	6,211.78
Other rail transportation expenses.....		28,124.00			4,339.43	32,337.43
Total.....		\$ 436,771.67		\$ 45,736.15	\$ 155,133.35	\$ 637,641.17
Operating joint yards and terminals—Dr.....		10,839.37				10,839.37
Operating joint yards and terminals—Cr.....		\$ 447,611.04		\$ 45,736.15		\$ 493,347.19
Total transportation—Rail line.....					\$ 155,133.35	\$ 155,133.35
<b>GENERAL</b>						
Administration.....		\$ 35,002.80		\$ 1,360.00	\$ 11,338.31	\$ 47,701.11
Insurance—General.....		31.46		5.40	1,150.90	1,187.76
Valuation expenses.....		632.34		8.15	5,038.88	5,679.37
Other general expenses.....		2,223.91		45.41	1,905.25	4,074.56
Total.....		\$ 37,900.51		\$ 1,418.96	\$ 19,333.31	\$ 58,652.78
General joint facility expenses—Dr.....		1,648.72				1,648.72
General joint facility expenses—Cr.....		\$ 39,549.23		\$ 1,418.96		\$ 40,968.19
Total general expenses.....					\$ 19,333.31	\$ 19,333.31
Grand total railway operating expenses.....					\$ 240,533.58	\$ 240,533.58
<b>COMPARATIVE GENERAL BALANCE SHEET—ASSETS</b>						
Investments.....						
In road and equipment.....	\$ 231,101.00	\$ 1,025,722.43	\$ 126,316.24	\$ 75,717.10	\$ 526,000.80	\$ 2,485,556.78
Miscellaneous physical property.....	168,189.88	60,350.00	71,800.42			300,340.30
Affiliated companies—stocks.....		16,100.00	16,100.00			32,200.00

\*Credit.

Other investments—stocks.....			200.00			200.00
Other investments—miscellaneous.....	2,815.63					2,815.63
Total investments, December 31, 1925.....	\$ 402,106.00	\$ 1,092,172.43	\$ 214,416.66	\$ 75,717.10	\$ 526,000.80	\$ 2,221,112.71
December 31, 1924.....	400,310.28	1,092,591.02	239,497.42	69,968.80	497,800.00	2,299,566.61
Increase 1925.....	1,886.32	9,881.41	4,919.24	6,748.30	28,200.80	51,546.10
<b>Current Assets:</b>						
Cash.....	\$ 453.85	\$ 47,599.00	\$ 4,411.46	\$ 15,000.04	\$ 21,287.90	\$ 86,848.94
Time drafts and deposits.....				2,000.00		2,000.00
Special deposits.....		136,720.01				136,720.01
Loans and bills receivable.....			2,500.00			2,500.00
Traffic and car-service balances receivable.....		46,382.09			4,398.84	50,780.94
Net balance receivable from agents and conductors.....		701.58				701.58
Miscellaneous accounts receivable.....	2,601.81	178,397.53	2,771.72	9,561.44	38,471.53	221,875.06
Material and supplies.....	1,611.49	80,802.57	2,292.50	10,248.01	17,409.75	112,514.38
Rents receivable.....		83,761.08		2,000.00		85,761.08
Total current assets, December 31, 1925.....	\$ 4,757.15	\$ 374,605.80	\$ 11,975.80	\$ 38,911.09	\$ 81,636.08	\$ 711,707.92
December 31, 1924.....	5,061.37	527,815.72	16,806.37	46,965.38	81,046.94	677,685.88
Increase 1925.....		46,500.08			612.64	47,302.12
Decrease 1925.....	324.22		4,830.57	2,054.29		7,179.18
<b>Deferred Assets:</b>						
Working fund advances.....		20.00				20.00
Insurance and other funds.....					5,349.00	5,349.00
Other deferred assets.....		121,063.11				121,063.11
Total deferred assets, December 31, 1925.....		\$ 121,083.11			\$ 5,349.00	\$ 126,432.11
December 31, 1924.....		116,139.51				116,139.51
Increase 1925.....		4,943.60			3,879.18	8,822.78
<b>Unadjusted Debits:</b>						
Rents and insurance premiums paid in advance.....		2,327.70			1,027.50	4,055.20
Other unadjusted debits.....	\$ 5,637.08	421.75	\$ 2,447.27		375.91	\$ 5,942.01
Total unadjusted debits, December 31, 1925.....	\$ 5,697.08	\$ 2,949.45	\$ 2,447.27		\$ 1,903.50	\$ 12,997.30
December 31, 1924.....	none	3,946.23			732.02	4,678.25
Increase 1925.....	5,697.08		2,447.27		1,171.48	9,315.83
Decrease 1925.....		996.78				996.78
Grand total assets, December 31, 1925.....	\$ 412,650.80	\$ 2,300,610.79	\$ 228,839.79	\$ 114,628.25	\$ 615,521.04	\$ 3,672,350.64
December 31, 1924.....	405,391.65	2,240,192.48	226,305.79	116,504.38	581,147.57	3,569,539.87
Increase 1925.....	7,259.15	60,418.31	2,534.00	4,123.87	34,373.47	106,710.77

STATISTICS OF TERMINAL COMPANIES

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**TERMINAL COMPANIES DOING BUSINESS IN IOWA—Continued**  
**STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL**  
**COMPANIES—YEAR ENDED DECEMBER 31, 1925**

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RAILROAD COMMISSIONERS' REPORT

STATISTICS OF TERMINAL COMPANIES

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Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
<b>COMPARATIVE GENERAL BALANCE SHEET—</b> <b>LIABILITIES</b>						
Capital Stock:						
December 31, 1925.....	\$ 327,000.00	\$ 400,000.00	\$ 151,000.00	\$ 80,500.00	\$ 400,000.00	\$ 1,358,500.00
December 31, 1924.....	327,000.00	400,000.00	151,000.00	80,500.00	300,000.00	1,258,500.00
Increase 1925.....					\$ 100,000.00	\$ 100,000.00
Long Term Debt:						
Notes.....						
Open accounts.....		\$ 651,792.44				\$ 651,792.44
Total long term debt, December 31, 1925.....		\$ 651,792.44				\$ 651,792.44
December 31, 1924.....		618,802.76				618,802.76
Increase 1925.....		32,989.68				32,989.68
Current Liabilities:						
Loans and bills payable.....	\$ 8,000.00					\$ 8,000.00
Traffic and car service balances payable.....		\$ 16,417.40			\$ 4,083.40	\$ 20,500.80
Audited accounts and wages payable.....		\$ 95,403.22		\$ 7,608.88	\$ 36,802.77	\$ 139,814.87
Miscellaneous accounts payable.....		29.18			20,000.00	\$ 20,029.18
Funded debt matured unpaid.....		671,000.00				671,000.00
Other current liabilities.....		106.09				106.09
Total current liabilities, December 31, 1925.....	\$ 8,000.18	\$ 774,106.61	\$ 439.32	\$ 7,608.88	\$ 50,946.17	\$ 841,220.00
December 31, 1924.....	\$ 8,039.12	761,343.61	382.73	6,166.02	144,765.80	\$ 925,735.41
Increase 1925.....		9,712.80	56.40	1,502.90		11,272.22
Decrease 1925.....					\$ 93,807.63	\$ 93,807.63
Deferred Liabilities:						
Other deferred liabilities.....		\$ 241,597.85				\$ 241,597.85
Total deferred liabilities, December 31, 1925.....		\$ 241,597.85				\$ 241,597.85
December 31, 1924.....		239,584.88				239,584.88
Decrease 1925.....		17,967.03				17,967.03
Unadjusted Credits						
Tax liability.....	\$ 3,700.00	\$ 89,128.00	\$ 1,400.00	\$ 2,005.00	\$ 11,610.19	\$ 101,843.19
Insurance and casualty reserves.....					\$ 3,923.58	\$ 3,923.58
Accrued depreciation—road.....	13,838.10	77,525.07	9,558.74		4,155.54	105,077.45
Accrued depreciation—equipment.....		38,767.01		2,511.06	25,639.94	66,920.01
Accrued depreciation—miscellaneous physical property.....			13,168.68			13,168.68
Other unadjusted credits.....		33,693.21			690.94	34,384.15
Total unadjusted credits, December 31, 1925.....	\$ 17,538.10	\$ 233,113.80	\$ 24,117.42	\$ 4,516.06	\$ 46,031.19	\$ 325,316.66
December 31, 1924.....	\$ 12,925.40	197,351.03	20,538.37	3,792.46	60,350.82	\$ 295,308.08
Increase 1925.....	4,612.70	35,762.80	3,579.05	813.60		44,768.21
Decrease 1924.....					17,319.63	17,319.63
Corporate Surplus:						
Additions to property through income and surplus.....	\$ 5,508.30		\$ 2,521.50			\$ 8,129.80
Miscellaneous fund reserves.....					\$ 5,349.60	\$ 5,349.60
Total appropriated surplus.....	\$ 5,508.30		\$ 2,521.50			\$ 8,129.80
Profit and loss credit balance.....	54,434.81		50,761.59	21,943.31	113,194.08	240,333.79
Total corporate surplus, December 31, 1925.....	\$ 60,053.61		\$ 53,383.09	\$ 21,943.31	\$ 118,543.68	\$ 253,923.69
December 31, 1924.....	\$ 57,607.18		54,382.00	20,135.97	73,942.35	\$ 206,067.50
Increase 1925.....	2,446.43			1,807.34	44,601.33	48,855.10
Decrease 1923.....			1,099.60			1,099.60
Grand total, December 31, 1925.....	\$ 412,650.83	\$ 2,309,619.79	\$ 238,839.71	\$ 114,628.25	\$ 615,521.04	\$ 3,672,259.42
December 31, 1924.....	\$ 405,391.65	2,240,192.48	225,303.70	110,534.38	\$ 581,147.57	\$ 3,562,559.87
Increase 1925.....	7,259.18	69,427.31	13,536.01	4,093.87	34,373.47	\$ 109,710.77
<b>MILEAGE DECEMBER 31, 1925</b>						
Line owned—main track.....	.98	6,350	1.47	.21	3.02	14,638
Yard track and sidings.....	11.45	25,606.5	3,736	3,743.8	16.09	99,693
Total all tracks—1925.....	12.43	32,014.5	5,206	3,958	19.11	114,331
New line constructed during year.....		2000			.24	4400
Line abandoned during year.....		.0009				.0009
Net increase during year.....		1.991			.24	4.391

\*Includes 2.46 miles of which ownership is in dispute.

**TERMINAL COMPANIES DOING BUSINESS IN IOWA—Continued**  
**STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL**  
**COMPANIES—YEAR ENDED DECEMBER 31, 1925**

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RAILROAD COMMISSIONERS' REPORT

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
<b>GRADE CROSSINGS—IOWA</b>						
Railway with railway						
With other steam railways						
Derailing appliances on electric lines						
Gates and watchmen—gates or watchmen		4				4
Total protected		4				4
Total unprotected	3	21				24
With Electric, Interurban or Street Railways:						
Derailing appliances on electric lines		4				4
Gates and watchmen—gates or watchmen						
Total protected		4				4
Total unprotected	1					1
Total Railway with Railway:						
Derailing appliances on electric lines		4				4
Gates and watchmen—gates or watchmen		4				4
Grand total railway with railway—protected		8				8
Grand total railway with railway—unprotected	4	21				25
Railway with Highway:						
Watchmen, alone or with protection other than gates on duty less than 24 hours		11			1	12
Standard fixed signs only	18	30			9	57
Total	18	41			10	69

<sup>b</sup>Unprotected.

<b>EQUIPMENT OWNED OR LEASED IN SERVICE OF RESPONDENT</b>						
Steam locomotives		9		1	6	16
Freight train cars		16				16
Company Service Equipment:						
Derrick cars		1				1
Other service cars		8			1	9
Total company service cars		9			1	10
Total all classes		25			1	26
<b>TRAFFIC AND CAR STATISTICS</b>						
Freight (Traffic—Switching Operations):						
Number of cars handled earning revenue—Loaded		19,096			135,600	154,696
Number of cars handled earning revenue—Empty		19,060			3,706	22,766
Number of cars handled not earning revenue—Empty					122,306	122,306
Total number of cars handled		38,152			261,701	299,853
Terminal Operations:						
Number of cars handled at cost for tenant companies—Loaded		56,447		100,302		156,649
Number of cars handled at cost for tenant companies—Empty		25,872		68,432		94,304
Total number of cars handled		82,319		168,634		250,953
Passenger traffic—switching operations:						
Terminal Operations:						
Number of cars handled at cost for tenant companies—Empty		15,123				15,123
Total number of cars handled		15,123				15,123
Total number of cars handled in revenue service		128,614		168,634	261,701	558,949
<b>TIES LAID IN REPLACEMENT AND BETTERMENT</b>						
Cross ties—number applied		4,160			3,523	7,683
Average cost per tie		\$ 1.47			\$ 1.23	\$ 1.32
Switch ties—number of board feet		15,412			36,387	51,799
Average cost (per M. ft.)		\$ 54.314			\$ 54.72	\$ 53.925
Total charges for ties laid		\$ 6,854.78			\$ 6,251.92	\$ 13,106.70
<b>RAILS LAID IN REPLACEMENT AND BETTERMENT</b>						
Number of tons (2,240 lbs.) applied		48.27			38,982	39,030
Average cost per ton at distributing point		\$ 46.338			\$ 31.9460	\$ 39.9550
Total charges for rails laid		\$ 2,231.90			\$ 1,223.72	\$ 3,455.62

STATISTICS OF TERMINAL COMPANIES

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TERMINAL COMPANIES DOING BUSINESS IN IOWA—Continued  
STATISTICS OF ANNUAL CORPORATION REPORTS OF TERMINAL  
COMPANIES—YEAR ENDED DECEMBER 31, 1925

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RAILROAD COMMISSIONERS' REPORT

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINE AND EXTENSIONS						
Cross ties—number applied.....		755			611	1,366
Average cost per tie at distributing point.....	\$	1.340			1.22	1.288
Switch ties—number board feet applied.....		17,914			5,012	22,926
Average cost (per M. feet) at distributing point.....	\$	51.794			50.68	51.502
Total charges account ties laid.....	\$	1,909.20			1,032.00	2,941.20
RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Number tons (2240 lbs.) laid.....		43,209			32,205	75,504
Average cost per ton.....	\$	38.15			36.835	37.506
Total charges account rails laid.....	\$	1,651.75			1,186.94	2,838.69
CONSUMPTION OF FUEL BY LOCOMOTIVES						
Tons of bituminous coal.....		10,102			5,097	15,199
Average cost per ton.....	\$	4.423			6.84	5.233
STATISTICS OF FUEL PURCHASES AND STOCKS— BITUMINOUS COAL						
Quantity received during year.....		29,183			5,678	34,861
Total cost including transportation paid foreign lines.....	\$	129,164.00			38,870.79	168,034.79
Average cost including transportation charges paid foreign lines.....	\$	4.4256			6.83	4.819
Quantity on Hand:						
At beginning of year.....		695			405	1,100
At end of year.....		1,137			1,044	2,181

\*Coal furnished tenant company.

EMPLOYEES, SERVICE AND COMPENSATION						
Average number of employees.....	1	306	1	36	87	521
Compensation:						
Straight time.....	\$	1,000.00	\$	604,857.23	\$	2,400.00
Overtime.....				60,961.02		153,543.81
Total compensation.....	\$	1,000.00	\$	664,828.25	\$	2,400.00
Average compensation per employee per year (365 days).....		1,000.00		2,176.60		1,794.67
Average compensation per employee per month.....		149.83		148.06		149.56
Average compensation per employee per day.....		4.69		4.90		4.97
TAXES ON RAILWAY PROPERTY OTHER THAN U. S. GOVERNMENT TAXES						
Iowa.....	\$	1.00	\$	76,174.43	\$	8,444.01
U. S. Government Taxes:						
Federal income tax.....	\$	2,394.44			\$	6,116.69
Capital stock tax.....		387.00		305.00		201.00
Total U. S. Government tax.....	\$	2,781.44	\$	305.00	\$	6,317.69
Grand total taxes.....	\$	2,782.44	\$	76,509.43	\$	14,761.70

\*Not classified.

STATISTICS OF TERMINAL COMPANIES

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# STATISTICS OF Railway Bridge Companies

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For the Year Ended December 31, 1925

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**BRIDGE COMPANIES**  
**CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1925**

Items Reported	Dunleith and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
<b>CAPITAL STOCK—COMMON</b>					
Par value of amount authorized	\$ 1,000,000.00	\$ 1,000,000.00	\$ 7,500,000.00	\$ 945,800.00	\$ 10,445,800.00
Total par value outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Total par value actually outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
<b>INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR</b>					
Investment to June 30, 1907—Road	\$ 1,016,802.82	\$ 2,000,000.00	\$ 6,738,391.08	\$ 945,800.00	\$ 10,701,053.90
Investment to June 30, 1907—Equipment			18,785.01		18,785.01
Investment from July 1, 1907, to June 30, 1914—Road	33,141.77		2,559.73	914.00	36,615.50
Investment from July 1, 1907, to June 30, 1914—Equipment			118,785.01		118,785.01
Investment since June 30, 1914—Road	20,289.48		136,804.86	14,911.51	162,005.85
Investment since June 30, 1914—General expenditures			430.50		430.50
Total investment in road and equipment	\$ 1,070,234.07	\$ 2,000,000.00	\$ 6,868,296.63	\$ 961,625.51	\$ 10,900,156.21
Length of road owned	1.30	.66	2.00	3.88	7.84
Average investment per mile of road	\$ 823,333.13	\$ 3,030,303.03	\$ 3,383,382.58	\$ 247,841.78	\$ 1,385,000.00
<b>INCOME ACCOUNT</b>					
Operating Income:					
Railway operating revenues		\$ 76,010.10			\$ 76,010.10
Railway operating expenses		61,801.16			61,801.16
Net revenues from railway operations		\$ 14,148.94			\$ 14,148.94
Railway tax accruals		48,380.00		\$ 73,083.14	124,363.14
Railway operating income	\$ 48,380.00	\$ 2,148.94		\$ 73,083.14	\$ 120,212.08
Total operating income	\$ 48,380.00	\$ 2,148.94		\$ 73,083.14	\$ 120,212.08
Non-Operating Income:					
Joint facility rent income				\$ 80,410.31	\$ 80,410.31
Miscellaneous rent income	\$ 153,067.54	\$ 31,908.55		798.82	\$ 185,774.91
Income from funded securities				13,005.08	13,005.08
Income from unfunded securities and accounts		932.63		290.08	1,215.61
Total non-operating income	\$ 153,067.54	\$ 33,841.18		\$ 103,508.21	\$ 290,416.93
Gross income	\$ 105,287.54	\$ 38,040.12		\$ 20,572.95	\$ 173,900.61
Deductions from Gross Income:					
Miscellaneous tax accruals				\$ 804.52	\$ 804.52
Interest on unfunded debt					80,000.00
Total deductions from gross income		\$ 80,000.00		\$ 804.52	\$ 80,804.52
Net income	\$ 105,287.54	\$ 41,960.88		\$ 28,768.43	\$ 175,916.85
Disposition of Net Income:					
Dividend appropriations of income	\$ 105,287.54			\$ 28,768.43	\$ 134,055.97
Total appropriations of income	\$ 105,287.54			\$ 28,768.43	\$ 134,055.97
Income balance transferred to profit and loss		\$ 41,960.88		\$ 394.45	\$ 42,355.33
*Credit. *Debit.					
<b>PROFIT AND LOSS ACCOUNT</b>					
Debit Items:					
Debit balance at beginning of year		\$ 1,749,440.82			\$ 1,749,440.82
Debit balance transferred from income		41,960.88			41,960.88
Credit balance carried to balance sheet	\$ 32,309.94		\$ 47,005.02	\$ 101,246.14	\$ 181,521.70
Total	\$ 32,309.94	\$ 1,791,401.70	\$ 47,005.02	\$ 101,246.14	\$ 1,972,062.80
Credit Items:					
Credit balance at beginning of year				\$ 100,851.71	\$ 100,851.71
Credit balance transferred from income	\$ 32,309.94		\$ 47,005.02	394.45	\$ 79,709.41
Debit balance carried to balance sheet		\$ 1,791,401.70			\$ 1,791,401.70
Total	\$ 32,309.94	\$ 1,791,401.70	\$ 47,005.02	\$ 101,246.14	\$ 1,972,062.80
<b>RAILWAY OPERATING EXPENSES</b>					
Maintenance of Way and Structures:					
Superintendence		\$ 2,040.00		\$ 76.00	\$ 2,116.00
Road maintenance	\$ 17,992.43	\$ 3,394.00		\$ 27,028.90	\$ 28,415.33
Maintaining buildings, etc.		308.30		119.64	\$ 427.94
Depreciation of way and structures		10,000.00		10,000.00	\$ 20,000.00
Miscellaneous expenses	5.69	1,173.26			\$ 1,178.95
Maintaining joint way and structures—Dt.	251.13				\$ 251.13
Maintaining joint way and structures—Cr.	\$ 117,349.39			\$ 137,825.19	\$ 155,374.43
Total maintenance of way and structures	\$ 117,349.39	\$ 17,386.18		\$ 137,825.19	\$ 17,386.18

BRIDGE COMPANIES—Continued  
CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1925

Items Reported	Dunleith and Dubuque Bridge Company	Kokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
Transportation—Rail Line:					
Superintendence and dispatching	\$ 5,004.00			\$ 5,046.00	\$ 11,050.00
Station service				192.08	192.08
Other rail transportation expenses	8,431.33	7,920.00		1,000.00	17,421.33
Operating joint tracks and facilities—Dr.	4,772.72				4,772.72
Operating joint tracks and facilities—Cr.	118,806.07			17,308.73	136,100.80
Total transportation—Rail line		\$ 7,920.00			\$ 7,920.00
Miscellaneous operations—total		6,000.00			6,000.00
General:					
Administration	\$ 3,610.21	\$ 30,554.98		\$ 2,705.50	\$ 36,900.78
Other general expenses	70.10			430.70	491.65
General joint facility expenses—Cr.	13,730.10			15,216.20	16,936.45
Total general expenses		\$ 30,554.98			\$ 30,554.98
Recapitulation:					
Maintenance of way and structures		\$ 17,386.18			\$ 17,386.18
Transportation—rail line		7,920.00			7,920.00
Miscellaneous operations		6,000.00			6,000.00
General		30,554.98			30,554.98
Grand total railway operating expenses		\$ 61,861.16			\$ 61,861.16
(Credit.					
RAILWAY OPERATING REVENUES					
Rents of buildings and other property	\$ 704.04				\$ 704.04
Miscellaneous		76,010.10			76,010.10
Total incidental operating revenues	\$ 704.04	\$ 76,010.10			\$ 76,714.14
Joint facility—Dr.	704.04				704.04
Total joint facility operating revenues	\$ 704.04				\$ 704.04
Total railway operating revenues		\$ 76,010.10			\$ 76,010.10
(Debits.					

TAXES ON RAILWAY PROPERTY					
Other than U. S. Government Taxes:					
Illinois	\$ 13,800.00	\$ 7,000.00		\$ 21,974.25	\$ 43,874.25
Iowa	17,000.00	5,900.00			22,900.00
Nebraska				35,073.34	35,073.34
Total other than U. S. Government taxes	\$ 30,800.00	\$ 12,900.00		\$ 60,947.59	\$ 102,947.59
U. S. Government Taxes:					
Income tax	\$ 16,423.00			\$ 1,048.00	\$ 17,471.00
Capital stock tax	1,047.00			15,897.55	15,894.55
Total U. S. Government tax	\$ 17,470.00			\$ 16,945.55	\$ 34,415.55
Grand total taxes	\$ 48,270.00	\$ 12,900.00		\$ 77,893.14	\$ 134,363.14
(Included in Illinois Central.					
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE					
Investments:					
Investments in road and equipment	\$ 1,070,234.07	\$ 2,000,000.00	\$ 6,808,206.02	\$ 961,026.11	\$ 10,039,466.81
Investments in affiliated companies—stocks	1.00				1.00
Investments in affiliated companies—bonds				250,106.00	250,106.00
Total investments Dec. 31, 1925	\$ 1,070,235.07	\$ 2,000,000.00	\$ 6,808,206.02	\$ 1,211,132.11	\$ 11,120,572.81
Total investments Dec. 31, 1924	1,070,305.81	2,000,000.00	6,808,737.06	1,308,904.18	11,178,046.97
Increase 1925			15,400.52	22,767.03	28,576.58
Decrease 1925	10.74				10.74
Current Assets:					
Cash	\$ 35,888.55	\$ 15,400.00		\$ 18,072.96	\$ 71,849.07
Miscellaneous accounts receivable				15,506.27	67,335.96
Total current assets Dec. 31, 1925	\$ 35,888.55	\$ 15,400.00		\$ 33,609.16	\$ 109,184.43
Total current assets Dec. 31, 1924	32,825.63	50,738.91		30,502.05	104,522.61
Increase 1925	3,062.92	45,822.81		12,757.11	64,622.82
Deferred Assets:					
Unadjusted debits: other unadjusted debits	None	None	None	None	None
Total unadjusted debits Dec. 31, 1925				\$ 12,500.00	\$ 12,500.00
Total unadjusted debits Dec. 31, 1924				None	None
Increase 1925				\$ 12,500.00	\$ 12,500.00
Grand total assets Dec. 31, 1925	\$ 1,106,123.62	\$ 2,000,000.00	\$ 6,808,206.02	\$ 1,277,900.27	\$ 11,231,977.23
Grand total assets Dec. 31, 1924	1,103,131.44	2,000,738.91	6,808,737.06	1,299,866.12	11,209,545.58
Increase 1925	2,992.18	48,262.81	15,500.52	48,034.14	115,428.69



**BRIDGE COMPANIES—Continued**  
**CORPORATION REPORT FOR THE YEAR ENDED DECEMBER 31, 1925**

Items Reported	Dunkirk and Dubuque Bridge Company	Keokuk and Hamilton Bridge Company	Omaha Bridge and Terminal Railway Company	Sioux City Bridge Company	Total
<b>COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE</b>					
Total capital stock 1925, no change over 1924	\$ 1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Governmental grants	None	None	None	None	None
Long Term Debt:					
Open accounts 1925			\$ 1,817,946.29		\$ 1,817,946.29
Total long term debt 1924			1,802,436.74		1,802,436.74
Increase 1925			15,509.55		15,509.55
Current liabilities:					
Loans and bills payable	\$ 486.15	16,000.00		\$ 25,103.82	\$ 41,679.97
Audited accounts and wages payable		1,834,234.73			1,834,234.73
Interest matured unpaid		1,000,000.00			1,000,000.00
Funded debt matured unpaid		30,000.00			30,000.00
Unmatured interest accrued					
Total current liabilities 1925	\$ 486.15	2,870,234.73		\$ 25,103.82	\$ 2,895,914.70
Total current liabilities 1924	486.05	2,790,234.73		22,527.00	2,793,301.20
Increase 1925		80,000.00			80,000.00
Decrease 1925	3.50				3.50
Deferred liabilities	None	None	None	None	None
Unadjusted Credits:					
Tax liability	\$ 52,351.49	500.00		\$ 17,700.00	\$ 71,144.18
Accrued depreciation—road		30,000.00		185,434.65	205,434.65
Other unadjusted credits		300.00			300.00
Total unadjusted credits 1925	\$ 52,351.49	\$ 30,792.00		\$ 203,134.65	\$ 276,778.81
Total unadjusted credits 1924	49,795.33	10,000.00		178,021.92	237,817.25
Increase 1925	3,056.06	10,792.00		25,112.71	38,960.76
Corporate Surplus:					
Additions to property through income and surplus	\$ 20,536.04		\$ 2,024.72	\$ 2,525.68	\$ 25,086.44
Total appropriated surplus 1925	\$ 20,536.04		\$ 2,024.72	\$ 2,525.68	\$ 25,086.44
Profit and loss credit balance	\$ 25,329.94	\$ 1,791,400.70	\$ 47,006.02	\$ 101,246.14	\$ 1,995,912.80
Total corporate surplus 1925	\$ 45,865.98	\$ 1,791,400.70	\$ 49,030.74	\$ 103,771.82	\$ 1,989,999.24
Total corporate surplus 1924	\$ 42,845.96	\$ 1,749,440.82	\$ 50,320.34	\$ 100,377.30	\$ 1,942,984.82
Increase 1925					
Decrease 1925		41,959.88		304.43	42,264.31
Grand total liabilities 1925	\$ 1,106,183.40	\$ 2,900,635.72	\$ 6,808,266.02	\$ 1,277,900.27	\$ 11,193,975.41
Grand total liabilities 1924	1,103,131.46	2,650,795.51	6,802,737.08	1,259,866.15	11,216,529.20
Increase 1925	3,051.94	248,840.21	6,528.94	118,034.12	260,455.21
*Deficit.					
<b>EMPLOYEES AND THEIR COMPENSATION</b>					
Average number of employees	7	15			22
Total compensation—straight time	\$ 8,602.81	\$ 24,250.00			\$ 32,852.81
Average compensation per employee per year (365 days)	1,228.97	1,616.67			1,463.31
Average compensation per employee per month	102.41	134.72			121.94
Average compensation per employee per day	3.37	4.45			4.09
<b>DIVIDEND APPROPRIATIONS</b>					
Common Stock:					
Rate per cent	10.5284			3.00	6.8602
Par value of amount on which dividend was declared	\$ 1,000,000.00			\$ 945,800.00	\$ 1,945,800.00
Amount of dividend declared	105,287.54			28,374.00	133,661.54
*Average rate.					
<b>MILEAGE DECEMBER 31, 1925</b>					
Main Line:					
Illinois	.12	.32			.44
Iowa	1.18	.34	.58	1.74	3.84
Nebraska			1.45	2.14	3.59
Branches, Spurs and Other Tracks:					
Iowa	.09		1.26	.03	1.38
Nebraska				.05	.05
Grand total mileage—all tracks, Dec. 31, 1925	2.29	.66	28.22	5.46	36.63
Grand total mileage—all tracks, Dec. 31, 1924	2.29	.66	28.46	5.46	36.87
Decrease 1925			.24		.24

\*Not divided between states





## STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1925

Items Reported	Amount
<b>MILEAGE COVERED—ENTIRE LINE</b>	
Steam roads	222,042.43
Electric lines	2,948.90
Coastwise steamboat lines	11,388.50
Inland steamboat lines	6,249.62
Trans-oceanic steamship lines	8,730.00
Stage lines	454.28
Miscellaneous (Ferry lines)	10.73
Total	251,814.46
<b>MILEAGE COVERED—IOWA</b>	
Steam roads	10,000.12
Electric lines	232.05
Miscellaneous	.53
Total	10,232.70
<b>CAPITAL STOCK—COMMON</b>	
Number of shares authorized	400,000.00
Par value of one share	100.00
Par value authorized	40,000,000.00
Par value outstanding	34,642,000.00
Par value held by respondent in treasury	None
Par value not held by respondent	\$ 34,642,000.00
Rate of dividend	0%
Dividends declared during year	\$ 2,078,520.00
<b>FUNDED DEBT</b>	
None	
<b>MISCELLANEOUS FUNDED OBLIGATIONS</b>	
None	
<b>COST OF REAL PROPERTY AND EQUIPMENT</b>	
Land	\$ 4,607,141.86
Buildings	
Buildings and appurtenances on land owned	\$ 7,866,194.01
Buildings and appurtenances on land not owned	3,105,800.63
Improvements to buildings not owned	310,382.41
Total buildings	\$ 11,314,427.05
Equipment:	
Cars	\$ 925,309.33
Horses	1,773,330.96
Automobiles	14,661,323.21
Wagons and sleighs	1,942,812.97
Harness and equipment	339,054.38
Office furniture and equipment	2,971,676.50
Office safes	444,139.61
Trucks	2,171,046.64
Stable equipment	20,751.31
Garage equipment	430,009.22
Line equipment	503,802.65
Shop equipment	324,011.73
Miscellaneous equipment	447,973.70
Total equipment	\$ 26,949,954.11
Total real property and equipment	\$ 42,871,523.02
<b>DEPRECIATION—BUILDINGS AND EQUIPMENT</b>	
Buildings and appurtenances on land owned	\$ 1,468,231.56
Buildings and appurtenances on land not owned	667,054.28
Improvements to buildings not owned	107,006.14
Total buildings	\$ 2,292,892.98

## STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1925—Continued

Items Reported	Amount
<b>EQUIPMENT:</b>	
Cars	\$ 424,350.52
Horses	1,333,580.91
Automobiles	6,634,172.42
Wagons and sleighs	1,009,914.04
Harness equipment	247,022.82
Office furniture and equipment	1,502,189.36
Office safes	181,001.79
Trucks	1,300,006.70
Stable equipment	12,088.14
Garage equipment	125,824.28
Line equipment	264,381.80
Shop equipment	96,782.07
Miscellaneous equipment	1,907.48
Total equipment	\$ 13,012,112.42
Total real property and equipment Dec. 31, 1925	\$ 15,304,976.40
<b>INCOME ACCOUNT</b>	
<b>Operating Income:</b>	
Charges for transportation	\$ 290,305,042.32
Express privileges—Dr.	145,821,006.51
Revenue from transportation	\$ 146,471,136.81
Revenue from operations other than transportation	3,245,902.03
Total operating revenues	\$ 149,717,038.84
Operating expenses	140,432,803.86
Net operating revenue	\$ 8,284,234.98
Uncollectible revenue from transportation	27,876.60
Express taxes	2,058,835.01
Operating Income	\$ 1,160,463.84
<b>Other Income:</b>	
Rent from real property and equipment used jointly	\$ 632.02
Miscellaneous rent income	223,924.73
Income from funded securities	402,075.20
Income from unfunded securities and accounts	461,154.26
Total other income	\$ 1,087,786.00
Gross Income	\$ 2,248,250.74
<b>Deductions from Gross Income:</b>	
Rent from real property and equipment used jointly	\$ 1,292.47
Miscellaneous rents	36.29
Interest on unfunded debt	72,761.46
Miscellaneous income debits	25,000.00
Total deductions from gross income	\$ 99,560.42
Net Income	\$ 2,148,690.32
<b>Disposition of Net Income:</b>	
Dividend appropriations of income	\$ 2,078,520.00
Income transferred to profit and loss	105,170.32
<b>PROFIT AND LOSS ACCOUNT</b>	
<b>Debit Items:</b>	
Dividend appropriations of surplus	None
Miscellaneous debits	\$ 9,515,048.88
Credit balance carried to balance sheet	2,862,513.24
Total	\$ 12,377,562.12
<b>Credit Items:</b>	
Credit balance at beginning of year	\$ 2,021,163.31
Credit balance transferred from income	105,170.32
Profit on real property and equipment sold	84,869.38
Delayed income credits	7,800,119.47

## STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1925—Continued

Items Reported	Amount
Unrefunded overcharges	2,668.00
Miscellaneous credits	1,713,682.38
Total	\$ 12,367,562.12
OPERATING REVENUES	
Transportation:	
Express, domestic	\$ 290,300,009.92
Miscellaneous	2,072.40
Total	\$ 290,302,082.32
Express privileges—Dr.	143,881,906.51
Revenue from transportation	\$ 146,471,135.81
Operations other than Transportation:	
Customs brokerage fees	\$ 205,273.32
Order and commission	4,509.36
Rents of buildings and other property	189,171.58
C. O. D. checks	2,878,777.16
Profit on exchange and other financial revenue	76.26
Miscellaneous	619,494.45
Total other than transportation	\$ 3,243,902.53
Total operating revenues	\$ 149,715,038.34
OPERATING EXPENSES	
Maintenance	\$ 8,475,533.89
Traffic	425,165.11
Transportation	129,336,014.79
General	8,136,180.15
Total operating expenses	\$ 146,432,893.84
Ratio of operating expenses to operating revenues, per cent.	.9781
TAXES AND ASSESSMENTS	
Total taxes—Entire line	\$ 2,058,905.04
Total taxes—Iowa	29,946.71
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	\$ 42,871,323.02
Other Investments:	
Bonds	9,509,412.78
Certificates of time deposits	587.18
Total investments December 31, 1925	\$ 52,381,322.98
Total investments December 31, 1924	52,037,371.10
Decrease, 1925	343,951.88
Current Assets:	
Cash	\$ 23,800,252.60
Special deposits	14,000.00
Loans and notes receivable	5,225.00
Traffic balances receivable	5,210.51
Net balances receivable from agents and messengers	8,689,208.10
Miscellaneous accounts receivable	742,229.84
Material and supplies	1,816,008.36
Interest, dividends and rents receivable	110,646.17
Working fund advances	26,510.00
Other current assets	5,223.94
Total current assets December 31, 1925	\$ 35,217,149.48
Total current assets December 31, 1924	35,077,305.61
Decrease, 1925	140,843.87

## STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1925—Continued

Items Reported	Amount
Deferred Assets:	
Other deferred assets	\$ 425,102.31
Total deferred assets December 31, 1925	\$ 425,102.31
Total deferred assets December 31, 1924	502,230.19
Decrease, 1925	77,127.88
Unadjusted Debits:	
Rents and insurance premiums paid in advance	\$ 215,079.18
Taxes paid in advance	124,272.68
Other unadjusted debits par value	1,059,761.72
Total unadjusted debits December 31, 1925	\$ 1,399,113.58
Total unadjusted debits December 31, 1924	1,097,007.56
Decrease, 1925	302,106.02
Grand Total Assets:	
Total December 31, 1925	\$ 80,422,888.35
Total December 31, 1924	91,123,845.86
Decrease, 1925	\$ 1,700,957.51
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES	
Capital Stock:	
Common—unqualified	\$ 33,048,000.00
Common—qualified	1,594,000.00
Total December 31, 1925	\$ 34,642,000.00
Total December 31, 1924	34,642,000.00
Long Term Debt:	
None	
Current Liabilities:	
Traffic balances payable	\$ 142,416.18
Audited accounts and wages unpaid	5,491,272.00
Miscellaneous accounts payable	5,721,129.80
Matured interest, dividends and rents unpaid	501,235.00
Express privilege liabilities	16,797,862.79
Estimated tax liability	228,861.11
Other current liabilities	739,573.90
Total current liabilities December 31, 1925	\$ 28,432,361.47
Total current liabilities December 31, 1924	27,030,904.04
Increase, 1925	811,457.43
Deferred Liabilities:	
Other deferred liabilities	\$ 2,002,109.95
Total deferred liabilities December 31, 1925	\$ 2,002,109.95
Total deferred liabilities December 31, 1924	2,000,972.47
Decrease, 1925	1,137.48
Unadjusted Credits:	
Operating and insurance reserves	\$ 5,100,008.86
Accrued depreciation—buildings	2,222,863.98
Accrued depreciation—equipment	13,012,112.42
Other unadjusted credits	425,148.43
Total unadjusted credits December 31, 1925	\$ 20,863,813.69
Total unadjusted credits December 31, 1924	21,549,805.94
Decrease, 1925	685,992.25
Corporate Surplus:	
Appropriated surplus	None
Profit and loss balance	\$ 2,822,513.24
Total corporate surplus December 31, 1925	\$ 2,822,513.24
Total corporate surplus December 31, 1924	2,021,168.51
Increase, 1925	801,344.73
Grand total liabilities December 31, 1925	\$ 80,422,888.35
Grand total liabilities December 31, 1924	91,123,845.86
Decrease, 1925	\$ 1,700,957.51



## STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDED DECEMBER 31, 1925—Continued

Items Reported	Amount
<b>EQUIPMENT OWNED</b>	
Cars	222 \$ 504,049.51
Horses	9,245 539,800.05
Automobiles:	
Gasoline	4,171 4,028,655.21
Electric	1,615 1,202,494.41
Trailers	229 252,488.52
Batteries (Elec. Power Storage)	1,854 1,002,482.65
Wagons:	
Double	4,156 722,708.85
Single	3,302 170,302.19
Sleighs	1,856 39,158.48
Buggies	56 853.21
Harness equipment	92,672.06
Office furniture and equipment	1,409,487.14
Office safes	11,856 237,157.82
Trucks	62,571 928,802.96
Truck batteries (Elec. Power Stor.)	387 42,306.98
Stable equipment	8,063.07
Garage equipment	307,064.94
Line equipment:	
Sales, car	2,500 140,189.25
Sales, messenger	14,996 69,534.98
Trunks, packing	9,281 60,704.70
Other line equipment	4,302 58,692.43
Shop equipment	127,229.69
Miscellaneous equipment	446,466.52
Total equipment value December 31, 1925	\$ 15,927,941.69
Total equipment value December 31, 1924	14,173,442.32
Decrease, 1925	235,600.61
Number of express offices in United States December 31, 1925:	
Joint with railroads	22,175
All other	3,457
Total	25,632
Number of offices in United States at which money orders were on sale at close of year	None

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